

The Hongkong Telegraph

(ESTABLISHED 1881.)

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July 29, 1914. Temperature 6 a.m. 80, 2 p.m. 87.
Humidity 82 82

July 29, 1914. Temperature 6 a.m. 79, 2 p.m. 87.
Humidity 93 74

WEATHER FORECAST
CLOUDY.
Barometer 29.80

2860 號七月六年寅甲

WEDNESDAY, JULY 29, 1914.

泰西曆 號九拾廿月七年亥癸

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\$36 PER ANNUM.

AUSTRIA DECLARES WAR.

SERIOUS SITUATION IN EUROPE.

GERMANY THINKS THE CONFERENCE USELESS.

[Reuter's Service To "The Telegraph."]

London, Received July 29.

Germany's Fleet Recalled.

Reuter's correspondent at Berlin states that the German fleet has been called home, and is gathering at Wilhelmshaven and Kiel.

Run on Bank.

Runs on the Savings Bank continue.

Russian Policy.

Russia has accepted the principle of Sir Edward Grey's proposal, but at the same time she desires to continue a direct exchange of views with Vienna.

Austrian Accusation.

Reuter's correspondent at Vienna states that the Austrian Government publishes the Serbian reply with a commentary explaining why it is insufficient, and emphasises that Serbia should have made spontaneous enquiries into the murders. It also accuses Serbia of altering the text of the Austrian Note.

Austria's dossier of proof of Serbian plotting is also published.

THE WAR CORRESPONDENT'S ART.

Incidents in the Career of Mr. Bennett Burleigh.

In reviewing the life of its famous War correspondent, the late Mr. Bennett Burleigh, whose death took place only a short time ago, the *Daily Telegraph* recalls the following journalistic coups, both concerned with the South African War.

The first of them was an interview with Joubert, just before hostilities broke out. The slow troop train by which he was travelling was overtaken by a special on which Joubert and his staff were going to the front. Burleigh waited till it was just moving out of the station, and then bluffed the station-master into stopping it by signal, telling him that he had been left behind. The special stopped, and Burleigh got on board—to be congratulated heartily by Joubert on his enterprise, and to get from the Boer generalissimo a capital interview.

The second "coup" was one which enabled the *Daily Telegraph* to make an early announcement of the conclusion of peace, for which everybody was waiting. The censorship was extremely strict, and every precaution had been taken to make it impossible for news to leak out until it had been sent to London through the official channels; but Burleigh, having assured himself that the conference at Pretoria had achieved its object, hit upon

the plan of despatching two telegrams so innocent that no censor could find it in his heart to stop them. The story was told, subsequently, by the *Daily Telegraph* in these words:

"On Whit Monday Mr. Burleigh telegraphed to us from Pretoria the following message: 'Whitsuntide greetings! When his despatch reached us, without any official delay, our first idea was that its transmission at full rate from the seat of war was a somewhat superfluous demonstration of politeness. A little reflection, however, served to indicate the significance of the particular season at which the sociable sentiment was expressed; and we fortunately remembered that in the Eastern Churches the symbol of Whitsuntide was the dove of Peace. But on this surmise we did not feel justified in making any comment. We turned, however, to the Prayer-book—knowing Mr. Burleigh to be well acquainted with Holy Writ—and, reading over the Gospel for Whit Sunday, the date of his despatch, we came upon the following sentence:—

'Peace I have with you; my peace I give to you; not as the world giveth, give I unto you. Let not your heart be troubled; neither let it be afraid.'

"Even then we did not feel justified in coming to a fixed conclusion. But when we received Mr. Burleigh's message to his brother in Glasgow—'Returning, Tell Lawson—we felt that the moment had arrived when

TELEGRAMS.

STEWARDS' CUP.

A DEAD HEAT.

[Reuter's Service To "The Telegraph."]
London, Received July 29.
The Stewards' Cup, run at Goodwood, resulted in a dead heat between Golden Sun (W. Huxley) and Lord Annandale (Donoghue), Castellan (Prout) being third. Twenty three ran. A neck separated the deadheaters and the third.

Betting.

The betting was 10-1 Golden Sun; 100-9 Lord Annandale; 6-1 Castellan.

The Race.

Voldy made the running until close to home, when Golden Sun and Lord Annandale challenged, the race resulting in a most exciting finish. Fancy Nurse was placed fourth. Time 1 min. 13.4.5 secs.

An Objection.

An objection lodged by the rider of Castellan against the dead heaters for bumping and boring was overruled.

Additional Runners.

Additional probable were Fancy Nurse (P. Alden); G.P. (Dickens).

Changes.

Mercurio was ridden by Thwaites; Siller by Moylan; Better Still, Gardner; Fancy Nurse, Dick; Quixus, Wing. Flying Orb, George, G. P. and Starboard Light did not run.

Stakes Divided.

The deadheaters divided the stakes.

we might fairly take the public into our confidence.

The messages, as a matter of fact, were an evidence of the soundness of Bennett Burleigh's judgment; for though the Peace Conference was only three days old when he telegraphed on May 18—it began with a Boer conference; and on Whit Sunday itself the Boer leaders met Lord Milner and Lord Kitchener—it was not until May 31 that the British terms of peace were accepted and signed.

This same foresight was noticeable again during his last campaign. Both in Serbia and in Bulgaria small armies of war correspondents were kept waiting for some time for permission to go to the front; most of them had no doubt that the campaign would end in a Turkish victory, but only after a prolonged struggle; and one man expressed his fear that he would be unable to keep an important engagement in London at Christmas. "Don't worry," Burleigh said. "You will be home again before Christmas; and you'll be able to say you were on the winning side." The armistice that concluded the first war and ended the Turkish rule in Macedonia was, in fact, signed on December 2.

The Sumatra Earthquake. It is of interest to note that an excellent record of the Sumatra earthquake was obtained at the Seismological Station of Sunny-side, West Bromwich. The earthquake bell was rung, and the shock was registered within fourteen minutes of its occurrence in the Dutch East Indies, many thousands of miles away.

TELEGRAMS.

COLONIAL MATTERS.

EAST AFRICAN TAXATION.

[Reuter's Service To "The Telegraph."]
London, Received July 29.
In the House of Commons, Mr. Harcourt, replying to the debate on the Colonial Office Vote, said Barao and Somaliland would probably be recaptured in September. A revision of the native and general taxation in East Africa might be necessary in the future, but it must not be used as an indirect means of increasing the labour supply.

THE FORD CAR.

Some Eloquent Figures.

"Of the half million and more Ford cars which have been produced, over one-half of them are in operation in this country," says the *Motor Age* (Detroit). "This is according to rather incomplete returns of the registration in the different states between January 1 and April 1 of this year. In several of the states complete figures of the registration of Ford cars could not be obtained. These include Pennsylvania, South Carolina, Louisiana, Mississippi, Texas, Oklahoma. In these, however, a figure was given which was known really to be exceeded. In West Virginia and Wyoming no estimate as to the number of Fords was obtainable.

"Neglecting these two states and taking the minimum figures in the other states mentioned there were 249,270 Ford cars registered on April 1 for the 1914 season in the United States. Consequently it is safe to say that complete returns would indicate a registration considerably in excess of 250,000 Fords in this country. To get an idea of what this number means, a glance at the total registration of all makes of cars will be of assistance. On this same date, April 1, the 1914 registration of all the cars in the United States was 1,265,523, just over five times the incomplete total of Ford registrations.

Considering the number of Ford cars in proportion to the population of the various states we find that Nebraska has one Ford for every 100 people in the state; Iowa, which is second in the total number of Fords owned, also is second in the per capita Fordage, with one for every 103 people; North Dakota shows up with one Ford for every 150 people in the state; California has a Ford for every 184 people; Michigan, its home state, is at the boiling point with one Ford for every 212 people; in Ohio every two hundred and eighty-ninth person owns a Ford, and in Illinois every three hundred and sixtieth. In New York one has to count 470 people before you come to a Ford owner, and in Alabama it takes 2,000 people to make a Ford family.

WHERE WOMEN RULE.

An Interesting Malabar System

At the London School of Economics, Clare Market, W.C., recently, Sir Chettur Sankaran Nair, of the Madras High Court of Justice, gave an address on "Where Women Rule—the Matrilineal System of the Nairs in Malabar." Lord Dunsinville presided.

Sir Chettur Sankaran Nair said that among the Nairs family property was inalienable and impartible. There were social marriages among the middle and lower-class Nairs, but not among the Loyal or ruling families. He

TELEGRAMS.

ACQUITTED.

THE CAILLAUX TRIAL.

[Reuter's Service To "The Telegraph."]
London, Received July 29.
Madame Caillaux has been acquitted in the trial for the murder of M. Calmette, of the *Figaro*.

referred to a practice under which a bridegroom was given permission to visit his bride for six months, though the union was intended to be permanent. There was no religious ceremony, but astrologers consulted the horoscopes of the parties. Such unions, though not sanctioned by law or religion, were generally permanent. The husband would do everything in his wife's name and the property was under her control. The speaker then described three types of matrimony in Malabar; the first was followed by representatives of ancient rajahs and had nothing like a marriage about it. The husband lived in the lady's house and was fed and maintained there, only visiting his own home occasionally. That prevailed among the higher classes, and there was no marriage. The second type was a system under which there were really two families. The wife had the home of her maternal family—that of her mother. There her property was, and it belonged to her, along with others. She generally lived there, but she also went to her husband's home. There she lived with her husband's maternal relatives. The third type was that in which the husband found a home for his wife in his own house. That was the practice in cases where the husband was a man who could acquire property himself. These three systems had gone on for the past 3,000 years. All three were necessary to understand the family life of the race.

Agitation, he continued, was now going on in this country for a good deal that had already been recognized in his own country, and which the British Courts of Justice had always taken into consideration. The Hindu law secured for woman her maintenance—first by her father, next by her husband, and then by her son; and, failing these sources of support, by the State, but this last resort was not now accessible. There was no divorce law. The wife shared her husband's property, and on marriage her own property continued to be hers. By English law husband and wife were regarded as having but one will, that of the husband. (Laughter.) A far more advanced position was given to women by his native law. If the husband had no property the wife left him. In olden days she was not obliged to live alone with him and when she did so it was only if she were more comfortable in so doing. Otherwise, she would return to her own home, which she could look upon as a refuge from him. Property was vested in the woman.

PIRATES IN NORTH CHINA.

Land Thieves and Water Thieves.

Peking, July 19.
The boldness with which pirates are showing themselves at various places at the present time is a disquieting symptom of unrest. They appear to be active from Chihli to Kwangtung and wherever they appear their methods are much the same. On June 20, the Tientsin authorities received news that the Fish Tax Office at

TELEGRAMS.

HOME CRICKET.

WIN FOR YORKSHIRE.

[Reuter's Service To "The Telegraph."]
London, Received July 29.
Yorkshire beat Somerset at Sheffield by an innings and 155 runs.

Lotinghaia had been attacked and plundered, and that four of the staff had been carried off to be held to ransom. They were only released after the payment of \$800, and had that sum not been forthcoming they would certainly have been murdered in cold blood.

Robbery of Government Office.

A day or two before a similar outrage occurred at Chiminohang, in the district of Luanchow. For the convenience of the Chinese fishermen along the coast, a Juyenchu fishing-salt office was established at Chiminohang some years ago by the defunct Tientsin Court. On the evening of June 18, a fishing boat owned by Li Yu, with salt purchased from this office, was plundered by over ten pirates armed with Mauser rifles. The fishing boat was stopped and the owner Li Yu was called upon to "pangteh" or assist the pirates in obtaining a livelihood.

Quite recently several pirate boats met some Government gunboats in the vicinity of Luanchow waters. After a few hours' fighting, the pirates beached their boats and made good their escape. At Chiminohang, there is a Yentou or salt yard under the control of the Tientsin Salt Commissioner. Some days back, the natives were greatly alarmed at the sudden appearance of five pirate boats at Pienchunghize, which is about five li from where the Yentou is situated. The pirates threatened such boatmen as refused to "pangteh" and prevented them from taking salt and other cargo.

Chuanshu.

Chinese fishermen are constantly called upon to pay "chuanshu" to the pirates. This tax varies from \$10 to \$2 per month according to the size of the boats. Very few dare report their distress to the authorities and generally pay their monthly contributions to the pirates before they pay Government duties and taxes.

The pirates who carried away two Chinese fishermen from Peitaiho are from Linyu and Folin districts and the Chinese authorities in Tientsin are taking steps to suppress the marauders. Gunboats will be despatched to cruise along Loting, Luanchow, Folin and Linyu (Shanhaiwan).

A Pirate Language.

There is a regular pirate language, of which the following terms are examples. "Pangpio" is a recognized term for "to tip up and carry away." "Fai-piao" means a "fat ticket" or, as English burglars would say, "a soft crib." "Tafung" (large wind) implies a warning—there are Government soldiers; while "shun-fung" (fair wind) means that the coast is clear. "Shing-piao," which means, literally, to tear a ticket to pieces, has the blood-thirsty double intent. "If ran-son is not forthcoming so-and-so will have his throat cut." Many of these terms or terms similar to them are used by the "huang-hai" of Manchuria. —N. O. *Daily News*.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Austria has declared war.
The German Fleet is assembling at Wilhelmshaven and Kiel.

Runs on the savings banks continue.

Latest Home cricket is given to-day.

Austria accuses Serbia of altering the text of the Austrian Note.

Madame Caillaux has been acquitted.

Russia has accepted the principle of Sir Edward Grey's proposal.

Golden Sun and Lord Annandale ran a dead heat in the Goodwood Stewards' Cup.

Germany does not consider that the suggested conference offers any prospects of success.

Replying to the debate on the Colonial Office Vote, Mr. Harcourt referred to Somaliland and East African affairs.

NEWS.

Yesterday's meeting of the Sanitary Board is reported to-day.

An interesting interview with an eye-witness of the Mexican troubles appears on page 4.

The agenda for to-morrow's meeting of the Legislative Council is given to-day.

"Our Contemporaries" appears on page 2, general news on page 3 and log-book on page 8.

Particulars of the allocation of the Chamber of Commerce Tax On Piracy Fund are given on page 4.

The Langkat output yesterday was 282 tons, up to the 28th; last, the total is 7,520, giving a daily average of 265.7 tons.

DON'T FORGET.

TO-DAY.

Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Chinese Porcelain and Caric sale—G.P. Lammett's Sales Rooms—2.30 p.m.

Friday July 31.
Chinese Porcelain and Caric sale—G.P. Lammett's Sales Rooms—2.30 p.m.
Sale of Furniture, 17 Ashley Road, Kowloon—G.P. Lammett—11 a.m.

H.K. Jockey Club. Subscription Griffin Meeting—5 p.m.
Tuesday August 4.
Sale of Crown Land, P.W.D.—5 p.m.

Saturday August 22.
H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall—noon.

NOTICES

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General Managers.

Hongkong, 16th August, 1910.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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Hongkong, 18th July, 1913.

NOTICES

OUR CONTEMPORARIES.

South China Morning Post.

Toll and Trouble.

It is not only because the British Isles must be preserved from invasion, for safety in that direction is probably already assured. It is because the world-wide calamity of a general European war must be averted, and upon Great Britain rests the responsibility of averting it, until such a time as public opinion on the continent has ousted the war party from the seats of the mighty and until the tiresome drone of the witches is heard no more. There is no more magnificent spectacle in all the world's annals than that of Britain standing in her majesty as the guardian of the world's peace, and in the present crisis there is no more reassuring sign than the preparation of British squadrons at their respective bases to cope with the crisis.

China Mail.

European Politics.

What England has gained by the entente is doubtful. She has sacrificed Persia and Morocco; indirectly, it would now seem, she has sacrificed Manchuria. She has stimulated rather than prevented the construction of the German fleet, so that Germany as an opponent is far more dangerous than before. And what would England have lost had she stood out or chosen the other side? Germany would have got its Bagdad scheme, but with a friendly arrangement she could certainly have secured sufficient guarantees. Germany might, too, have gained some accession of territory in Africa, but for English trade that would have been only an advantage, since in the German colonies alone do we get anything approaching a possible tariff. And it is hardly too rash to suggest that European peace would have been more secure. The task before British diplomacy is, to improve and safeguard our present system of Ententes. If this improvement means an understanding with Germany and a de facto return to disinterestedness, then good. But if it means a sharp taking of sides, surely it would be better either to re-adopt our old policy of "isolation" or even to reconsider the choice which we made in 1904.

Daily Press.

Company Registration.

If the Hongkong authorities are able to justify their action in regard to the registration of this Company it would seem to be desirable that some public statement on the subject should be made. To say that it is scandalous that this Company should have been registered by the Hongkong authorities is very strong language for a Judge of H.M.'s Supreme Court for China to use, and it is the obvious duty of the Government of the Colony to do what lies in its power to remove the stigma which this reiterated condemnation by a British Judge has placed upon it. If British registration of a Company does not afford protection to the public from such swindling as that disclosed in the case under notice, it is a delusion and a snare to the investor, and who can blame the victims for concluding that the Hongkong Government in registering public companies is ready to risk the prostitution of its name and credit for the sake of a few hundred dollars received as fees?

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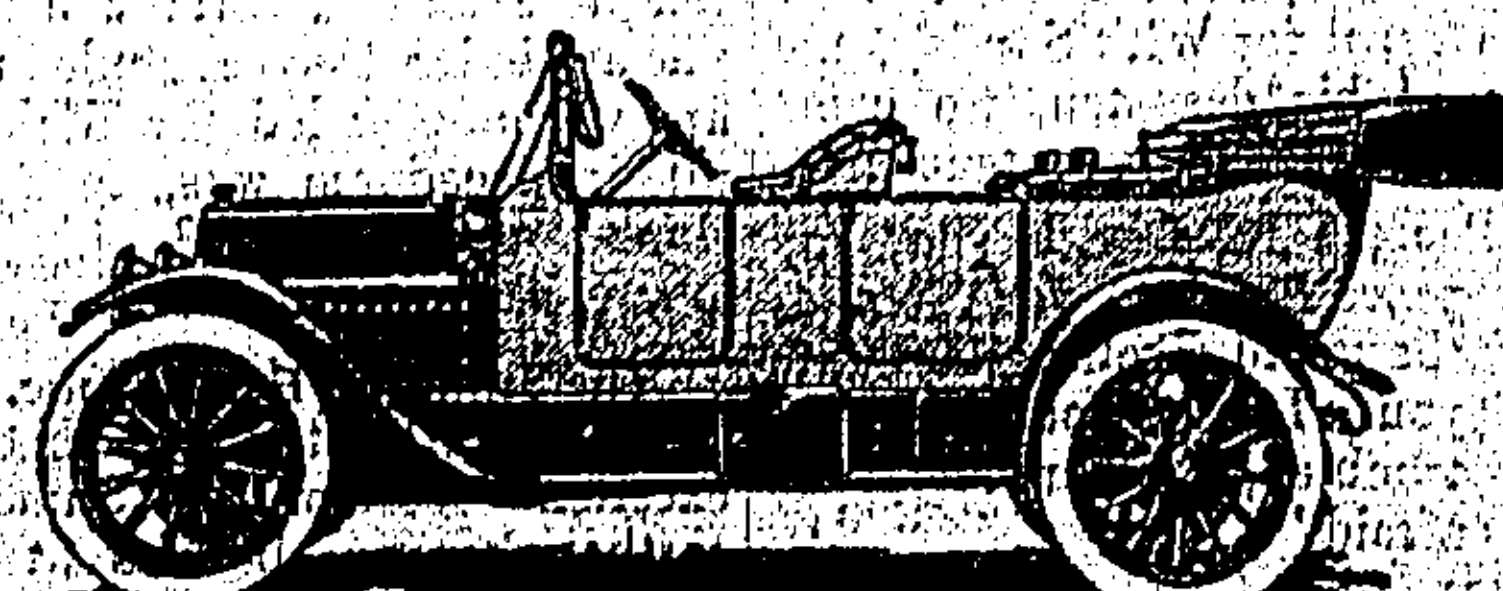
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GENERAL NEWS.

Staying at the Cecil.
Mr. and Mrs. Fred O. Quion,
of Shanghai, are staying at the
Hotel Cecil, London.

Diplomatic Changes.
Advices through Ruter's
Agency at Tokyo give a number
of diplomatic changes which are
announced:—Mr. Shidehara,
Counsellor to the Embassy in
London, becomes Minister at The
Hague, while Mr. Sato, present
Minister to Holland, is appointed
Ambassador in Vienna; Count
Matsu, formerly Counsellor in
London, is appointed Minister to
Belgium; Mr. K. Honda becomes
Counsellor in London, while Mr.
Nakamura, Consul-General in
London, is transferred to New
York.

The Crossland Trial.
The trial of Thomas William
Hodgson Crossland, on bail, on
the charge of conspiring with
Lord Alfred Douglas and other
persons to pervert the course of
justice and to bring a false charge
against Mr. Robert Baldwin Ross,
was begun before Mr. Justice
Avery at the Central Criminal
Court on June 23. It was alleged
that the defendant had accused
Mr. Ross of having committed
certain acts with a youth named
Charles Garratt. The defendant
pleaded "Not Guilty."

Mr. F. E. Smith opened the
case for the prosecution on
Saturday, and on Monday Mrs.
Garratt, mother of Charles
Garratt, was called. Garratt, who
is at present undergoing a
sentence of six months' imprison-
ment for importuning, gave
evidence on Tuesday. In cross-
examination he admitted a con-
viction for placing fluid in a
letter-box. He stated he had been
associated with the suffragists
and had passed under the names
of Carl Tuke and Alfred Richard-
son. The evidence and cross-
examination of Mr. Christo-
pher Millard and Mr. Ross
occupied the whole of the sitting.
The trial was again adjourned.

Sisters' Gift to Royal Society.
The President and Council of
the Royal Society have accepted
the offer of Miss L. E. Lawrence
and Miss M. W. Lawrence to
present \$4,000 to the society in
trust to devote the interest arising
therefrom to the furtherance of
research into the cause and cure
of disease in man and animals in
such manner as the President
and Council may from time to
time determine. The donors
desire to associate the gift with
the memory of their father, Sir
W. Lawrence, F.R.S., and their
brother Sir Trevor Lawrence,
K.C.V.O.

Singapore Diocese.
At the invitation of the Com-
mittee of the Singapore Auxiliary
Diocesan Association a meeting
was held on 1st instant at the
Central Buildings, Westminster.
The chair was taken by Sir Walter
Napier, D.C.L., and the meeting
was addressed by the Rev. Frank
Swindell, the Colonial Chaplain
of the Diocese, who is now on
leave. He pointed out the many
requirements of which the
Diocese stood in need, and asked
for men to go out to the Straits
to aid in the work.

New Lecky Professor.
The Council and Board of
Trinity College, Dublin, have
elected Mr. Walter Alison Phillips
to the new Lecky Professorship
of Modern History. Mr. Phillips,
who was born in 1864, was
educated at Merchant Taylors
School and Merton College,
Oxford, of which he was a His-
tory Exhibitioner. After taking
his degree he was elected to a
Senior Scholarship at St. John's
College, and in 1887 was Presi-
dent of the Union. He first came
into notice as a historian by his
"Modern Europe," published in
1890. In 1903 he became chief
assistant editor of the 11th edition
of the Encyclopaedia Britannica,
to which he contributed a large
number of articles. He also
wrote three chapters for Volume
X of the Cambridge Modern
History, of which that on "The
Congress" is the best known.
In 1912 he joined the staff of
the Times, for which he had
previously written many reviews
and other articles, and, after
travelling as special correspon-
dent round South America, acted
as editor of the South American
Supplement and adviser on South
American affairs.

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HUNTING-GROUNDS OF
THE MICROBE.Why Damp Houses Are
Dangerous.

In an ordinary house there are
places which, though kept quite
clean as far as soap and water
go, are a menace to the health of all
around if not regularly disinfect-
ed. Such places are sinks, above
and beneath, traps, drains, w.c.'s,
dustbins, open gutters and sumps,
and everywhere whence smells
arise at any time. Stables, dog
kennels, barns, and all abodes of
animals, even the canary's cage,
should always be attended to.
And bear in mind that all places
that are dirty from any cause, or
dankish, are dangerous.

A damp place is always liable
to disease, particularly if it be
situated so that the sun's rays
never reach it. Filth and in-
sanitary conditions are not
to be deprecated because
they actually breed disease,
as was originally thought, but
because they present to the easily
propagated disease-microbe the
most favourable soil. Disinfect-
ion, though comparatively
modern and wholly revolutionary,
is not a substitute for cleanliness,
but a part thereof.

The germs of disease are as
elusive as they are minute and
imperceptible, and often much
innocuous ground has to be
covered in the effort to reach the
parts that need disinfection.
Nevertheless, to save unnecessary
labour, it may be said that the
parts mentioned above are those
that are most liable to harbour
danger.

Next to the importance of
knowing where to disinfect comes
that of what to use for the
purpose.

There is an erroneous idea
prevalent that an antiseptic is the
same thing as a disinfectant.
The difference between the two
is great, for, while the disinfectant
destroys the germs and prevents
their multiplying, an antiseptic
at the best will only prevent an
increase of the number of
microbes present.

Another wrong notion which
many need to be warned against
is the idea that a mere deodorizer
is sufficient to kill germs. Absolute
protection from disease organisms
cannot be ensured unless care is
taken to use a preparation which
is guaranteed to be a genuine
disinfectant—i.e., a germicide.
If it is a deodorizer as well so
much the better.

Many things sold as disinfect-
ants are but antiseptics or deodor-
izers. A disinfectant, to be
perfect, must, first and foremost, be
capable of instantly destroying
the malignant bacteria with
which it comes into contact; it
must be economical and easily
applied; it must be safe in use;
it must be pleasant, and in order that it
may be applied without danger
to animals, non-poisonous; and
as a deodorizer it must be plea-
sant to smell.

Looking down the long list of
things sold as disinfectants, we
find none that so perfectly fulfil
these requirements as IZAL.

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special process, is a germicide
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mended by the leading sanitary
authorities. It is a highly con-
centrated fluid, and only requires
the addition of water, one
bottle making twenty gallons of
disinfectant of sufficient strength
to exterminate any species of
bacteria. Only as much IZAL
need be mixed as is required for
the moment—a few drops in a
bucketful of water makes
sufficient germicide for one
thorough application in the
average-size house.

Sir Julian Goldsmid's Will.
Mr. Justice Sargant heard an
adjourned summons last month
which referred to the will of Sir
Julian Goldsmid, Baronet. Mr.
Nutter said that the question was
one of some difficulty and deli-
cacy. The summons was taken
out by the trustees of the will,
the Court was asked to say who
the provisions of a deed by
which Miss Grace Catherine
Goldsmid, a daughter of Sir
Julian Goldsmid, purported to
dispose of her income should be
determined, and, if so, to whom
the income was payable. The
deed was entered into by Miss
Goldsmid at a time when, after
being brought up in the Jewish
faith, she entered the Roman
Catholic Church. The matter
was complicated by the fact that
Miss Goldsmid, after failing in
mental health, had been certified
as of unsound mind. There were
many annuities given under the
deed, and he (counsel) asked that
Mr. Grant should represent all
the annuitants for the purpose
of the present application. Miss
Goldsmid had appointed four
attorneys under the deed to
receive her income. His Lordship
thought it was difficult to deal
with the rights of the annuitants,
as only one was before the Court.
The case should be adjourned for
the Attorney-General to be made
a party, as there were numerous
gifts to the poor and other
charities.

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loon. Cheap rental. Shop with
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and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JULY 29, 1914.

CHINESE AGRICULTURAL METHODS.

The Chinese have won for themselves an enviable reputation in the way of utilising every little scrap of available land for agricultural purposes. It only needs the most casual observation, when walking through country districts occupied by Chinese, to prove how industrious the people are in the pursuit of husbandry. The odd-shaped little terraces, green with crops of rice and other vegetables, which one sees dotted about on the hillsides, as well as on low-lying ground, provide all the testimony that is required on this point. But there is a difference between industriousness and wise methods of labour; the farmer may work his soul out, and yet be, all the time, proceeding on altogether wrong lines so far as getting the best out of the soil is concerned. And it may very well be doubted whether the Chinese, with centuries of agricultural life behind them, have been proceeding on lines which conduce to the best results in the long run.

We are led to raise this point after glancing through a report written by the Commissioner of Customs at Mukden, which forms one of a series for the period 1902-11 in relation to the condition and development of the Treaty Port Provinces. In the section dealing with agriculture, he states that the land around Mukden is divided into small fields, in which farming is carried on in the intensive manner practised in China proper. He goes into the matter very thoroughly, and remarks that the method of tillage is "very crude." Not only do these methods never fully realise the value of the soil—they actually diminish it. The reason is that there is no crop rotation, and the state of affairs is aggravated by the continual raking away of the stubble for fuel, thus depriving the soil of organic matter, whilst the scarcity of animals makes the price of manure prohibitive. Several suggestions are made by the writer of the report as to the changes which are desirable. Chief of these is the rotation of crops, so that nitrogen-consuming crops may be succeeded by nitro-producing crops, etc., and next comes the desirability of animal husbandry being taken up, this to be followed by improved methods of tillage, involving the supersession of the inadequate native implements by modern ones; and last, but not least, afforestation is considered imperative. But, as the Commissioner is at pains to point out, before these objects can be attained, one essential must be borne in mind—that the thorough adaptation of modern methods can be produced only by the complete education of the people. "This, an uncompleted work of great difficulty in Europe and America," he remarks, "is a stupendous task in China, since modern agricultural education presupposes a prior elementary education, which not one farmer in ten thousand possesses."

As we look through the report, it is gratifying to find that the problem is receiving some degree of attention in Manchuria, where various institutions to foster agriculture and forestry, such as agricultural schools and live-stock farms, have been established, and are having excellent results. The point then arises as to what we, as trustees of the New Territories, are doing in this direction. There is a fine opportunity for pioneer work in these territories, and if we are to keep abreast of the times we should make the most of it.

Chinese Revolutionists in Japan. Japan should know her own business better than we Britishers can teach it to her, but is she altogether wise in throwing the country open wholesale to Chinese political refugees? We stated last night, in our General News column, that a religious service had been held at Tokyo, by some five hundred Chinese, in memory of those killed during last year's "revolution." Although no disturbance occurred, several inflammatory speeches were delivered, the speakers denouncing the Peking Government. After the service, a secret meeting was held to discuss certain affairs. Japan, like England and America, realises, or professes to realise, that Yasa Shih-k'ai is doing his best for the well-being of his country; then why does she permit gatherings which can only make bad worse and which, in the long run, may even injure Japan herself? The Japanese, we know, are loyal to their empire by instinct; but when enough mud is thrown, some of it is likely to stick; and, if the youth of the country, through listening to unreliable hotheads from China, imbibe revolutionary ideas, Japan will only have herself to blame.

More Muddling. We wonder what on earth the P.W.D. is up to in again tearing up the new approach to the ferry pier at Kowloon. The other day we drew attention to the lamentable lack of foresight displayed in dealing with this strip of roadway. First of all a new, narrow roadway was laid down, but on second thoughts it was found necessary to widen it, and in the process the whole of the new metalling had to be torn up. Now, for some reason or other, after the widened thoroughfare has only just been completed, gangs of workmen are to be seen once more making holes in the new surface. It may be all very necessary, but once more may we ask why the P.W.D. does not exercise a little intelligent anticipation? But we suppose we must ask in vain.

The Use of the Truncheon. Our Chinese police—or that section of them known as lukongs—are not famous for activity, but there is at least one respect in which they do a little too much—namely in the indiscriminate use of their truncheons. Outside the Victoria Theatre last night one of these individuals, in keeping back the richaka coolies, made very free use of this weapon. Without the slightest provocation, he whipped out his truncheon and began prodding the coolies in the ribs. We are all in favour of a proper supervision of traffic, but the limits of necessity in this respect can very well be overstepped, as it often is by these lukongs. At Home a constable dares not make use of his truncheon except in the last extremity. Here, with the Chinese police, it is distinctly otherwise. And it is about time the abuse were remedied.

LANGKAT OUTPUT.

The Langkat output for June was 8,663 tons and the average daily output was 288.76 tons.

Messrs. Wright and Hornby advise us that the output for July is:—

1st July...	283 tons
2nd "	294 "
3rd "	249 "
4th "	220 "
5th "	219 "
6th "	228 "
7th "	258 "
8th "	244 "
9th "	218 "
10th "	218 "
11th "	181 "
12th "	201 "
13th "	207 "
14th "	203 "
15th "	187 "
16th "	218 "
17th "	228 "
18th "	294 "
19th "	383 "
20th "	365 "
21st "	355 "
22nd "	348 "
23rd "	316 "
24th "	323 "
25th "	320 "
26th "	306 "
27th "	278 "
28th "	282 "
Total to date	7,520 "
Daily average	288.67 "

DAY BY DAY.

THE WIDE DOMAIN OF HAPPINESS HAS NEVER BEEN MAPPED, BUT SORROW HAS BEEN SURVEYED AND KNOWN IN EVERY PART.

The Weather. Lower level 8 a.m. Temp 84; dull. At the Peak 8 a.m. Temp 77; fog.

The Mails. English Mail.—Due per a.s. Delta to-day at 4 p.m. Siberian Mail.—Due per a.s. Chenan to-day. Canadian Mail.—Due per a.s. Empress of Asia to-day at 8 p.m. Australian Mail.—Closed per a.s. Nikko Maru to-day at 11 a.m. Siberian Mail.—Closes per a.s. Delta to-morrow at 10 a.m. Australian Mail.—Closes per a.s. Aldenham to-morrow at 10 a.m. German Mail of June 26.—Delivered in London on July 28.

Count the Columns.

Yesterday the Telegraph published 39 columns of solid reading matter. To-day there will be 34 published.

Left for Japan.

The passengers leaving by the Kama Maru for Japan included the Rev. J. K. Macdonachie and Mrs. Macdonachie.

Gone North.

By the Kumano Maru there left for the North, Dr. Stedman and Major and Mrs. Stanfield.

Opium Possession.

At the Police Court, this morning, a Chinese was charged with being in unlawful possession of 4 taels of opium and two taels of opium dross. A fine of \$275 was imposed, or in default three months' imprisonment.

Cutting Pine Trees.

"There is a lot of this going on," Inspector Garrod informed Mr. J. R. Wood, at the Police Court, when charging three women with cutting down pine trees on the Peak. They were each fined \$10.

The Tenth Conviction.

The suspicious behaviour of a Chinese at Kowloon led to his being arrested and charged, at the Police Court, with being a rogue and vagabond. Nine previous convictions were proved against the man, whom Mr. Wood sentenced to three months' imprisonment.

SANITARY BOARD.

A Very Short Meeting.

The fortnightly meeting of the Sanitary Board was held yesterday afternoon, but did not last long. Mr. D. W. Trautman (President) presided and those present were the Hon. Mr. E. A. Hewett, O.M.G.; Colonel Irwin, Dr. F. Clark (M.O.H.), Dr. W. Pearce (Asst. M.O.H.), Mr. P. W. Goldring, Mr. Ng Hon-ze, Mr. Chan Kai-ming, and Mr. E. W. Hamilton (Secretary). The minute relative to authorising the Japanese crematorium at So Kon Po, and the Sikh burning ground behind the Sikh Temple to be used as crematoria, was adopted. The application for permission to erect a trough closet in the Hongkong and Shanghai Bank, Marine Lot No. 104, was opposed by the Hon. Mr. E. A. Hewett and refused on a unanimous vote.

Claim to a Baronetcy.

A Baronetage Committee of the Privy Council sat last month to consider a claim of Major James Bruce Wilkie-Dalyell of Binn to be placed on the official roll of baronets. Lord Dunsin presided. After hearing Mr. Macphail's statement for the claimant, Lord Dunsin said that their Lordships would advise His Majesty that the name of Major James Bruce Wilkie-Dalyell of Binn should be placed on the official roll of baronets.

THE MEXICAN TROUBLE.

VIEWS OF A VISITOR TO HONGKONG.

An Eye-witness' Experience.

Hongkong Americans, in a general way, have made no secret of their dissatisfaction at the manner in which the Mexican difficulty has been handled by the Democratic Government at Washington. To these, then, statements made to the Telegraph by an American mining engineer who just contrived to escape from Mexico with his life, should not be without interest.

Mr. Harold T. Mapes, who is now staying in the Colony, gives it as his opinion that the Wilson Government has done one foolish thing on top of another and that all the regrettable happenings in Mexico during the past few months lie at its door.

Mr. Mapes was one of two partners in one of the largest mining concerns in Mexico—the Guano-jato mine. In consequence of the Vera Cruz incident of April 21, the mine shut down and it became to the interest of all Americans to save themselves as best they could.

"Our people had been landing troops," said Mr. Mapes, "but for what purpose I have not yet discovered. So far as I can see, the only result was that nineteen marines were killed—quite needlessly—and that the Mexicans in the interior immediately set about slaughtering whatever Americans happened to come their way—forty in all, including my own partner. The whole thing has been ridiculous. We who have lived in the country and know local conditions can understand the position; the Washington administration does not. In my opinion, in the first place, Washington should have recognised Huerta; England or France would have done so right away. I am well aware that many people say that it was all to do with the quarrel between the Persian and the Standard Oil Companies, and that Washington was influenced by commercial considerations; but that doesn't amount to much either way.

"Look at it from a practical point of view. In America we've got a school-master at the head of the Government, who thinks that Mexico is to be governed by white men's methods—the very thing you can't do. Madero's following consisted of bandits who looted wholesale; but when he got into office he found that he was going to get no backing from moneyed or influential people, or, indeed, from the army. As a result, the moment he got into office he tried to disband the army, but immediately he found that only about fifteen per-cent. of the soldiers were going to listen to him. His own adherents, such as they are, are still fighting in North Mexico, and they will continue to do so till a man arises strong enough put them down by force.

"Mind you, Mexico had been having thirty years of good government under President Porfirio Diaz. Diaz knew how to handle the bandit element. I have seen him in the outlying districts take every fifth man out of a bandit mob and hang him, and, on top of that, he would say, 'If I hear of any more outrages I'll wipe the whole town out.' This is the only way to deal with bandits and Indians, for these spring from a strain that, as far back as the time of Cortes, have made their living by looting.

"Now Huerta is a man of the old school—a Diaman, in fact, who understood the Indians and never made any fool promises about granting them land. Had he had the right backing he could have straightened things out, for already he had the army with him. Yet the United States wouldn't recognise him. Instead, they sent him an ultimatum to clear out in four days, and Huerta did—as he should have done: told them to mind their own business. It is the old tale over again; the reason why Latin America gets fed with Washington is that Washington will not mind its own business. I'm not speaking just on theory; I've had fourteen years' experience of Latin America and know what I'm talking about.

"Here was Washington's plan!

LEGISLATIVE COUNCIL.

The Agenda for To-morrow's Meeting.

A meeting of the Legislative Council will be held to-morrow, when His Excellency the Governor will move the following resolution:— This Council desires to record its deep sorrow at the death of Sir Kai Ho Kai for 24 years one of its most brilliant and devoted members; and to tender to his widow and family its heartfelt sympathy with them in their bereavement.

The orders of the day are:— First reading of a Bill entitled An Ordinance to amend the Deportation Ordinances, 1912 and 1913.

First reading of a Bill entitled An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908.

First reading of a Bill entitled An Ordinance to amend the law relating to the observance of precautions against Piracy.

First reading of a Bill entitled An Ordinance to exempt certain securities on imported goods from the operation of the Bills of Sale Ordinance, 1886.

It formed a sort of financial boycott with England to keep Mexico from raising money. The next step was the embargo on arms. Then, presently, in order to favour Villa—who is a blackguard—the embargo was raised: things were made easy for him, and now the very rifles and ammunition that have been used to kill Americans are those which have been supplied by America. The whole thing is laughable. So far, not a single step that Washington has taken has done other than aggravate the situation. Yet Messrs. Wilson and Bryan are every day disregarding the statements of men who have seen the situation and know it thoroughly. Do you know, it's a common saying in Mexico, 'You can't insult the United States.' I find my friends have been robbed, and many have been killed, and the whole thing can be laid to the Washington Government.

"At the time of the Vera Cruz incident I was at the mine at Guanojato. Before we knew where we were, we were cut off from cable communication and, if we got our private letters, it was after they had been opened and read by the Mexicans. A day or two later we heard that Huerta had started systematically to destroy American property."

Thereafter, according to Mr. Mapes' account, life was not worth living in the country. In Mexico City handbills were circulated stating that looting of American property was permissible, and even a list of American properties was published. There were then fifty Americans at Mr. Mapes' mine, and, for some little time, these held at bay an innumerable mob, armed with guns, knives or clubs. Then two hundred Federal soldiers came down to the mine, and the defenders, unable to hold out any longer, gave up. Through the help of local natives who had married Americans and so were more or less sympathetic, Mr. Mapes and his party, suffering from the terrible hardships from hunger and thirst, were enabled to reach the coast, the Brazilian Minister accompanying them. Having been robbed and ill-treated in all directions they at last reached Puerto Del Mexico, where they were taken under the protection of the British gunboat, H.M.S. Lancaster, of whose hospitality Mr. Mapes speaks very warmly.

"Even then," he added, "our troubles were not ended, for the American ship to which we were handed over had only made preparation for two hundred refugees; and taking us altogether—my own party and others—there were six hundred of us; the result being that we were more than half starved, before we arrived at New Orleans.

"The moral, of course, is that America must either keep out of such affairs altogether or else hit with a hard hand. At present she is being laughed at in Mexico, and I may tell you that one of the last things I saw there was a donkey, wrapped in the Stars and Stripes and wearing a mask to represent President Wilson, beaten literally to death in the streets!"

TAI ON PIRACY.

Chamber of Commerce Fund.

The Secretary of the Hongkong General Chamber of Commerce forwards us the following particulars and correspondence with regard to the Chamber's Tai On Piracy Fund:—

The amount collected from its members by the Hongkong General Chamber of Commerce, and including a donation of \$445 from Mr. Dowley's Fund, totalled \$2,245, \$500 of which was apportioned to each of the two surviving British Officers and the widow of Chief Officer Evans, whilst \$200 each was set aside for the surviving Portuguese watchmen and the widow of Silva.

Captain Wetherell, who was presented with a gold watch and chain before leaving for home, requested that any balance due to him from the fund should be handed over to Mr. Evans' widow and further to this the Chamber have added the small balance of \$145 left over from the fund.

The apportionment of the Chamber's Fund is therefore as follows:—

Capt. R. H. Wetherell, (Gold Watch and Chain)	\$400.00
Chief Engineer, Mr. T. D. McCartney, (Money Grant)	500.00
Mrs. Kathleen Evans, (Widow of the Chief Officer) (Money Grant)	745.00
Watchman A. Dias, (Money Grant)	200.00
Jose Conceicao, (Money Grant)	200.00
Mrs. Silva, (Widow of the Watchman Silva) (Money Grant)	200.00
	\$2,245.00

Chamber's letter to Mr. McCartney.

Hongkong, 20th July, 1914.
T. D. McCartney, Esq.,
229 High Street,
Ayr.

Sir, Referring to the conversation I had with you in Hongkong after the piratical attack on the s.s. "Tai On," it was with much regret that I subsequently learned you had left Hongkong for home without my having had an opportunity of again seeing you.

As I have already informed you verbally, the defence of the "Tai On" by the Officers and part of the crew attracted wide spread notice throughout the Far East and all felt that in behaving as you did, you, and your comrades, to the full lived up to the highest traditions of the British Mercantile Marine.

The Members of the Hongkong General Chamber of Commerce being anxious to show their appreciation of the courage and devotion to duty displayed in the attempt to defend the lives and property entrusted to their charge, desired to present a testimonial to the defenders of the "Tai On," and to this end a fund was raised to which practically all the Members contributed.

Captain Wetherell has accepted a watch with suitable inscription, and a proportion of the subscriptions has been sent to Mrs. Evans, the widow of the late Chief Officer.

As I gather from my conversation with you that being unmarried, and under existing conditions you would prefer a share of the fund rather than an actual testimonial, I would now beg to ask, on behalf of the Members of the Chamber of Commerce, your acceptance of the enclosed Bank Draft.

I trust that your visit home will result in an entire restoration to health, and that the effects of your two unhappy experiences on board the "Tai On" will soon disappear.

With all good wishes for your health and further success in your career.

Believe me,
Your obedient servant,
(Sgd.) E. A. HEWETT,
Chairman.

Chamber's Letter to Mrs. Evans.
Hongkong, 20th July, 1914.

Mrs. O. O. Evans,
Nursing Staff Quarters,
Presidency Hospital,
Calcutta.

Madam, (Continued on page 5.)

THE AUSTRIAN LLOYD
BOATS.How Hongkong will be
Affected.Cautious Merchants Already Pay
Insurance.

We have been informed that exporters of cargo from Hongkong to Europe have, in many cases, already commenced precautions against loss in the event of war in Europe, and have been and are paying war insurance rates. Others are "sitting on the fence," just securing themselves in the way of ordinary marine insurance. The probability now is that they will find procrastination far from profitable. The ordinary insurance does not cover losses in consequence of war.

On calling at the local offices of the Austrian Lloyd Shipping company, we were informed that no word had been received there at half past ten this morning that war had been declared by Austria. It was feared, however, that in the event of war the steamers of the long route from Trieste via India to Kobe, the ships in and due to arrive at Trieste, would be commissioned for war purposes as the line is subsidised by the Austrian Government. This would cause a great block of the service and materially upset the arrangements existing at the moment.

A further danger presents itself with regard to Austrian ships now in Far Eastern waters. It would be unsafe to return, and some new scheme for the utilisation of them locally, or on some new run, would have to be devised, and it would be no small matter.

The Austrian Consul was also unaware of the latest development. At the moment, even with war existing between Austria and Serbia, he did not think that Austrian shipping would be interfered with, but should any of the other Powers become involved, then quite a different complexion would be put on matters. The ships in foreign waters might then be given orders to secure themselves in other ports.

They had received a message through the German Consul yesterday to the effect that war would not be declared by Austria at the moment, and the news conveyed by the Hongkong Telegraph to-day came as somewhat of a surprise, though war was expected eventually.

TRANS-SIBERIAN
PASSENGERS.No Fear of Being Held up
at Present.

In the event of any block on the Trans-Siberian route to Europe or any of the recognised sea passage routes, it is only to be expected that such an enterprising firm of tourist caterers as Thos. Cook and Son would be in possession of the latest information appertaining thereto. We approached Mr. N. F. Blanch, the manager of the Hongkong office, this morning, and he kindly informed us that he had not received any communication as yet from London giving instructions as to changes in the ordinary traffic. Mr. Blanch gave it as his personal opinion that war between Austria and Serbia only would not in any way interfere with the Trans-Siberian route from the Far East to England or any other part of Europe not involved in warfare, but should Germany be "pulled into" the trouble it might be a very different thing.

Neither of the Russian lines touch Austria, so that as matters stand there will be no difficulty in that direction. By either Moscow or St. Petersburg the route only touches Germany and does not go anywhere near Vienna. Even the nearest railway point in Russia is far enough away from Austria to be free from any entanglement in the present complications. Should there be a block, the London office of Thos. Cook and Son would immediately acquaint the Hongkong office.

TAION PIRACY.

(Continued from page 4.)

I beg to inform you that the recent piratical attack on the s.s. "Tai On" and the gallant defence of the steamer by the Captain, European Officers and some of the crew, has attracted widespread notice throughout the Far East, where the feeling is universal that in behaving as they did the defenders of the vessel to the full acted up to the best traditions of the British Mercantile Marine.

The feeling of sympathy with those who lost their lives in this affair, and with their families and relatives, is equally widespread, and on behalf of the Committee and Members of the Chamber, I beg to offer our most sincere and respectful sympathy with you in the terrible loss which has befallen you in the sad death of your husband, who, though wounded, continued to the end to assist in defending the ship and to do what was possible, to save the lives of those on board.

The Members of the Hongkong General Chamber of Commerce were anxious to show their appreciation of the courage and devotion to duty displayed in the defence of the lives and property entrusted to them by the Officers and Watchmen, but as the Hongkong Government had decided to assist those who might be in need of aid, the Members of the Chamber agreed to confine themselves to raising a fund with a view to presenting the men who fought the pirates with a testimonial.

This has been arranged and Captain Wetherell has been presented with a watch bearing a suitable inscription.

Your husband being unfortunately amongst those who lost their lives, I would now ask you to accept from the Chamber of Commerce the accompanying draft, representing the sum of money which under happier circumstances would have been expended in a testimonial for Mr. Evans.

With a renewed expression of our profound sympathy in your great trouble,

Believe me, Madam,
Your obedient servant,
(Sgd.) E. A. HEWETT,
Chamber's Letter to the Captain
Superintendent of Police,
Hongkong, 17th July 1914.
The Hon. Mr. C. Mc I. Messer,
Captain Superintendent of
Police,
Hongkong.

Sir—I have the honour to enclose three bearer cheques for \$200.00 each which, in your communication to the Hon. Mr. E. A. Hewett, C.M.G., Chairman of this Chamber, you so kindly undertook to have handed to the two Portuguese defenders of the s.s. "Tai On," Messrs. A. Dias and Jose Conceicao, and also to the widow of Silva who was drowned.

My Committee much appreciated your assistance in this matter and direct me to tender to you their thanks.

I have the honour to be,
Sir,
Your obedient servant,
(Sgd.) E. A. M. WILLIAMS,
Secretary.

THE SEVEN "SLEEPERS."

Railway Property Goes Astray.

Two Chinese were, at the Police Court, this morning, charged with stealing eight sleepers, valued at \$2.50 each, the property of the British section of the Canton-Kowloon Railway.

The defendants said that they had been given the wood by a road-repairing foreman, and the foreman said that the wood was obtained from the railway near the ferry. They dug it up out of the road and thought they could have it.

The defendants claimed to have acted under the instructions of the foreman.

A charge of being in unlawful possession was laid against the foreman, who pleaded ignorance of the law.

The magistrate discharged the first two defendants, and fined the foreman \$40, ordering him to pay \$10 compensation and to return seven sleepers.

ELECTRIFIED CHILDREN.

"High Tension" Nurseries.

Sir James Orichton, Browne's reference to the application of electricity to child culture, made in a speech at the Child Study Association's conference in Edinburgh, has drawn attention to a very interesting subject.

There are probably two different ways in which the electrification of children could be carried out; in one case they would be placed in a room, which might be a school-room or nursery, electrified either by means of a network of insulated wires attached from the ceiling and charged with high tension positive electricity, or by a coil of heavily insulated copper or aluminium wire wound round the entire room. In the latter case a vacuum tube containing neon or helium gas would be rendered luminous if held anywhere within the room. The alternative method would be to place each child separately in a high-frequency "cage" of wire, such as is now used for the treatment of neuritis and other complaints.

The positive electricity for charging a whole room would be supplied from an induction coil, the current being rectified by such a vacuum valve as is already in use by Sir Oliver Lodge in agricultural work. The electro-magnetic oscillations set up within the large helical coil would appear, however, from the results obtained with animals to produce the most satisfactory results.

A Possible Danger.

Caution was urged by Sir J. Orichton Browne, who suggested that in the present state of our knowledge babies and children might be injuriously affected by electrification. The difficulty in studying the effects of high frequency electricity or of positive electrical discharges upon children is that many years must elapse before the after-effects can be determined, says the *Times*.

But as the results of bacteriological experiments on animals are useful in investigating human disease it is not unlikely that useful data will be available from the work now in progress with chickens. Young chickens which have been made to grow 35 per cent. heavier or 35 per cent. more quickly by electrical stimulation have shown no evidence of detrimental effects. Some of the earlier batches experimented with were sent to a farm and turned out to be exceptionally fine layers, and in all respects healthy birds.

The most important aspect of these experiments, from a medical point of view, is the fact that very young, weakly chickens, which would have died in the ordinary way, received sufficient extra vitality when electrified to take their food, pick up strength, and become normally healthy birds. If similar results could be obtained with weakly children—and some of the Swedish experiments give every indication that this is the case—effects of the highest importance in child culture would be secured.

It has now to be determined whether any forcing of the intellect or of development in the child will be attended by reaction after the treatment has been stopped. The electro-culture of children will inevitably be a very prolonged study, for this reason, but it is to be hoped that, by some suitable co-operation between the pure physicist and the medical man, the all-important question of the correct type of current, its intensity, and dosage may be expeditiously determined.

DAIRY FARM NEWS.

NOTHING CAN EXCEL

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DAISY BRAND

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IT IS PURE, DELICIOUS AND POSITIVELY
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INSIST ON GETTING THE GENUINE ARTICLE.

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HIGH CLASS TURKISH CIGARETTES

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KRUSE AND CO.

SOLE AGENTS.

SNATCHING.

Birch for Youthful Offender.

An aged Chinese lady, while strolling in Connaught Road last night, was painfully surprised to have a gold and jade ear-ring snatched from her. The deed was done in the crowd which gathers on the arrival of the Macao boat. The woman raised an outcry and the thief would have got away in the crowd, had he not rushed towards the wharf watchman, who arrested him.

The prisoner, who was only fifteen years of age, pleaded guilty, in order, as he claimed, to mitigate his offence.

Inspector Fenton informed his Worship that a deal of this had been going on. The men came down by one steamer and, if successful in making a haul, returned by the next.

Twelve strokes with the birch and three months' imprisonment was the sentence.

TO-DAY'S
ADVERTISEMENT.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

From LEITH, MIDDLESBRO,

LONDON AND STRAITS.

CONSIGNEES OF Cargo are

hereby informed that all

Goods are being landed at their

risk into the hazardous and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence

and/or from the wharves delivery

may be obtained.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 5th

August will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 12th Aug.

or they will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Go-

downs, where they will be ex-

amined on the 5th August, at

11 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 29th July, 1914.

TO-DAY'S
ADVERTISEMENTS.NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG
& SINGAPORE.

THE Steamship

"DUNERA,"

having arrived from the above

ports, consignees of cargo are

hereby informed that their goods

will be delivered from alongside,

if not already otherwise arranged.

Cargo impeding the discharge

will be landed at once, at con-

signees' risk and expense.

Cargo remaining on board

after 30th July will be landed at

consignees' risk and expense.

Consignees of Cargo from

SINGAPORE & PENANG are

requested to take IMMEDIATE

delivery of their goods

from alongside, such cargo

impeding the discharge of the

Vessel will be landed, and

stored at consignees' risk and

expense.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by undersigned.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 28th July, 1914.

AMERICAN ASIATIC S.S. Co.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRADEO,"

Captain T. R. Evans, having

arrived from the above Ports, Con-

signees of Cargo are hereby

informed that their goods are be-

ing landed at their risk into the

Godowns of the Hongkong and

Kowloon Wharf and Godown

Company Limited, Kowloon and

stored at Consignees' risk and

expense.

All broken, chafed, and damag-

ed goods are to be left in the

Godowns, where they will be

examined on Wednesday, 5th

August, 1914 at 10 a.m.

All Claims must be presented

within FIFTEEN DAYS of the

steamer's arrival here, after which

date they cannot be recognized.

No Claims will be admitted

after the goods have left the Go-

downs, and all Goods remaining

undelivered after the 5th August

will be subject to rent.

No Fire Insurance has been

effected.

Bill of Lading will be count-

ersigned by

SHEWAN TOMES & CO.,

General Agents.

Hongkong, 29th July, 1914.

Summit 40

THE COLLAR THAT

SETS CLOSE IN FRONT

FROM MORN TILL NIGHT.

If you know the discomfort and annoyance of collars that persistently gape at the top—where the outer folds should meet—got half a dozen "Summits"—Shape 40—you will appreciate this collar with the perfect "Look." Made in Quarter sizes—and in six depths—14, 14½, 15, 15½ and 16 inches.

40 cts. each—6 for \$2.25.

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MEN'S WEAR SPECIALISTS.

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TELEPHONE 346

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CARPETS, CURTAINS,

CROCKERY,

ELECTRO PLATE

ELECTRIC LAMPS.

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LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

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THE INSTRUMENTS THAT NEVER BREAK DOWN.

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SEND FOR CATALOGUES.

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TAISHO EXHIBITION.

GOLD MEDAL TO CLIFFORD-WILKINSON

TANSAN MINERAL WATER Co., Ltd.

SECURES GRADE OF 100% IN 10 DAYS
LABORATORY TEST.

AMONG THE AWARDS ANNOUNCED AT TAISHO EXHIBITION ON FRIDAY MORNING THE 12TH JULY, 1914, WAS A GOLD MEDAL TO WILKINSON'S TANSAN, WHICH ALSO RECEIVED A GRADE 100 PER CENT IN THE TEST OF MINERAL WATERS CARRIED OUT BY PROFESSOR TAMBA AND PROFESSOR HATTORI. THIS PERCENTAGE WAS GIVEN BY THE WATER AFTER A LABORATORY TEST OF TEN DAYS, WHICH PROVED IT TO BE THE PUREST WATER IN JAPAN.

AS A RESULT OF THE GOOD SHOWING MADE BY WILKINSON'S TANSAN AT TEST, IT HAS BEEN ADOPTED BY THE HOUSEHOLD DEPARTMENT, REPLACING A FOREIGN MINERAL WATER, WHICH HAS PREVIOUSLY BEEN IN USE.

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16th Sept.	30th Sept.	14th Oct.	

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping berths across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.

S.S. "Japan," 6,013 tons, Capt. Seldon, will be despatched for KOBE & MOJI, on 8th Aug.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th July.

S.S. "Dilwara," 5,378 tons, Capt. Ramago, R.N.R. will be despatched as above on 7th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO. LTD.

Hongkong, July 28, 1914.

Agents.

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Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Scandia	14th Aug.
"	Sithonia	23rd Aug.
"	Liberia	11th Sept.
"	Altmark	18th Sept.
"	Arabia	6th Oct.
"	Wurtemberg	16th Oct.
Victoria, V'vor, S'ho T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.

V'vles, Hamburg and Antwerp Huerde 29th July.
Havre, Bremen & Hamburg Markomanna 11th Aug.
M'ies, R'dam, Hamburg & A'worp O.J. D. Ahlers 22nd Aug.
Havre, Emden, & H'burg Senegambia 25th Aug.
Havre, H'burg & A'worp Dortmund 1st Sept.
Genoa, Havre & Hamburg Holsatia 10th Sept.
H'burg & Antwerp Saxonia 12th Sept.
Havre, Bremen & H'burg Scandia 21st Sept.
R'dam, Hamburg & A'worp Sachsen 30th Sept.
Havre & Hamburg Sithonia 1st Oct.

For Further Particulars, apply to—

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Hongkong Office,

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THE JAPAN MAIL STEAMSHIP CO.

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Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Iyo Maru Capt. Hirano-Marui Capt. Fraser	T. 12,000 [WEDNES., 29th July, at 10 a.m. T. 16,000 [WEDNES., 12th Aug. at 10 a.m.
VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimizu and Yokohama.	Aki Maru Capt. Noma Sado Maru Capt.	T. 12,500 [THURS., 13th Aug. at 4 p.m. T. 12,500 [TUESDAY, 12th Aug.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Nikko Maru Capt. Takekura Kumano Maru Capt. Soyeda	T. 9,600 [WED., 29th July, at noon. T. 9,300 [WEDNES., 26th Aug. at noon.
CALCUTTA via Singapore, Penang & Rangoon.	Sanuki Maru Capt.	T. 12,500 [SATURDAY, 18th Aug.
BOMBAY via Singapore and Colombo.	Jinsen Maru Capt.	T. 5,000 [MONDAY, 3rd Aug.
NAGASAKI, Kobe & Yokohama.	Tango Maru Capt. Soyeda	T. 9,600 [TUESDAY, 25th Aug. at 5 p.m.
SHANGHAI, Moji and Kobe.	Rangoon Maru Capt.	T. 12,500 [WEDNESDAY, 12th Aug.
KOBE & Yokohama.	Kamo Maru Capt. Shimizu	T. 9,600 [WEDNES., 29th July, at 11 a.m.

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	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	\$135	\$122	\$108	\$95
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For	Steamers.	To Sail.
SHANGHAI	Luchow	30th July at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	1st Aug. at midnight
WEIHAIWEI & TIENTSIN	Huichow	4th Aug. at 10 a.m.
SHANGHAI	Shaohsing	4th Aug. at 4 p.m.
MANILA, CEBU & LOILOI	Taming	4th Aug. at 4 p.m.
HOIHOW & H'PHONG	Kailong	5th Aug. at 9 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teau." SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Wusung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45. Return \$75.
Do. Hongkong to Tsingtau:—Single \$78. Return \$125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36

Hongkong 29th July, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

The New S.S. Novgorod, Commander Kostromitinoff, 5,500 tons registered, 14,000 tons displacement, with excellent passenger accommodations and wireless telegraph, is expected to arrive here on Sunday night the 26th instant and will sail on Monday afternoon the 27th instant for Nagasaki and Vladivostok.

Fares: 1st class to Vladivostok \$100.—to Nagasaki \$50.
Inter. 3rd class do \$40.—do \$20.
Time: Hongkong to Nagasaki 5 days and Hongkong to Vladivostok 9 days.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,
Hotel Mansions, 3rd Floor, Rooms 12a & 14,
Tel. No. 1214.

Hongkong, July 28, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tilini	JAVA	2nd half July	SHAI	2nd half July
Tililoo	SHAI	2nd half July	JAVA	2nd half July
Tilipanas	JAVA	2nd half July	SHAI	1st half Aug.
Tilibodas	JAVA	2nd half July	JAPAN	1st half Aug.
Tilimahl	JAPAN	2nd half July	JAVA	1st half Aug.
Tililong	JAPAN	2nd half July	SHAI	2nd half Aug.
Tilimanock	JAVA	1st half Aug.	SHAI	2nd half Aug.
Tililap	JAVA	1st half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Tues., 25th August.
Nippon Maru	11,000 - 18 knots	Tues., 8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues., 22nd Sept.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£50. " " £96.10.

San Francisco £45. " " £69.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL, SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Kyo Maru 17,200 - 15 knots Wed., 5th August.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams		31st July, 10 a.m.
Empire	4th Aug.	25th Aug. "
St. Albans	22nd Aug.	12th Sept. "
Eastern	12th Sept.	9th Oct. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light—Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hatching	W. O. Passmore	FRIDAY, 31st July at 11 a.m.
Halyang	A. E. Hodgins	TUESDAY, 4th Aug. at 11 a.m.
Haitan	J. W. Evans	FRIDAY, 7th Aug. at 11 a.m.

FOR SWATOW.

Haimun	A. H. Stewart	WEDNES., 29th July at 11 a.m.
Haimun	A. H. Stewart	SUNDAY, 2nd Aug. at 10 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.,
General Managers.

29

LOCAL BOOK.

Japanese Fishermen on the Fraser River.

The Times-Toronto correspondent states that at a representative meeting of fishermen held at New Westminster it was decided to organise for the exclusion of Japanese fishermen from the Fraser River. The resolution adopted declared that Asiatics were a deadly menace to the district because they were steadily driving white and Indian fishermen off the river, and were sapping the financial life of the Fraser Valley to the extent of a million dollars a year, which were diverted from local channels of trade and sent to an alien country. It was declared further that unless the steady and insidious invasion of Asiatics was checked quickly, one of the greatest commercial assets of British Columbia would pass entirely into the hands of aliens. Hence it was resolved that:—In order to preserve the fishing industry of the Fraser River to white and Indian fishermen, the Dominion and Provincial Governments be petitioned to enact legislation as follows:—That no licences be issued to Asiatics to fish above the Fraser River Bridge at New Westminster; that in 1915 and thenceforth the number of licences to be issued to Fraser River fishermen be restricted to a total to be agreed upon by the interested canneries and by this association; and that in 1915 and thenceforth licences be issued to white and Indian fishermen on the Fraser River for one month prior to their issuance to any other persons whatsoever.

Five Pilots Drowned.

Particulars of the collision in the Bristol Channel between the steamer Star of New Zealand and the Cardiff steam pilot cutter W. W. Jones were received in Sydney on July 10. The cutter sank within three minutes, and five lives were lost. There were 21 men, of whom 10 were licensed pilots, on board the ill-fated vessel. Fifteen saved their lives by scrambling up the chains and anchor of the Star of New Zealand, and another was rescued after having been some time in the water. It is stated that the pilot boat was manoeuvring with the object of putting a pilot on the Star of New Zealand. When that vessel struck the boat all on board the latter with the exception of Ernest Foulkes, the second mate, who at the time was in his bunk, reached either the chains or anchor stock of the steamer. They would all have been saved, but unhappily the sinking pilot boat listed heavily, and her masts and spars swept the side of the Star of New Zealand, up which the crew of the cutter were swarming. Four of the men were struck and hurled into the sea. The steamer cruised about till daylight, with the object of rescuing any who might be still alive, and Alexander Foulkes was picked up clinging to a raft of cork fenders. A graphic story was told by Nicholas Hixson, second engineer of the W. W. Jones, who was in charge of the engine-room at the time of the accident. He said that between 10 o'clock and 10.15 p.m. they heard the pilot call from the Star of New Zealand, and soon he got the order: "Fall astern ahead." After running for about five minutes he heard a cry from a mate, who was on deck, "All hands on deck," and a moment later a call of "Stand by the boats." "Suddenly," said Hixson, "the side of the ship bulged in. I made a spring for the ladder, but when half-way up I slipped and came down. I made a second rush, and this time I reached the top, but slipped and fell on the deck. Captain England caught hold of me and gave me a hand up, exclaiming, 'Come up quick over the bridge; that's the way, the others are all going up to the chains and anchors.' This was our best chance of scrambling on board the other steamer, but it was a terrible struggle. When I reached the bridge I saw that the chains were covered with our men, and so I made a spring for the anchor stock. As I did so, I saw Captain England grasping the chains with both his arms, and heard him shout, 'Give me a rope.'

Oysters, Fresh, Fried or Stewed
Pindon Haddock, Kippers, &c.,
ALEXANDRA CAVE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHAI & T'au	Esang	Thur., 30th July at noon
S'PORE, P'ang & O'outa	Loval	Fri., 31st July at 2 p.m.
MANILA	Loongsang	Sat., 1st Aug. at 2 p.m.
TIENTSIN via Swatow,		
W'wei & C'foo	Chipshing	Sun., 2nd Aug. at d'light
MANILA	Yuensang	Sat., 8th Aug. at 2 p.m.
SHAI, Kobe & Moji	Yalshing	Wed., 12th Aug. at noon

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation or First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Peking, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Carnarvonshire	31st Aug.
Trans-Pacific "Shire" & "Glen" Joint Service,		
TORIA VVERSTLE	Den of Airie	10th Aug.
TACOMA & PLAND	Merionethshire	8th Sept.
TORIA VVERSTLE	Cardiganshire	30th Sept.
TACOMA & PLAND		
Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.		
For Freight or Passage, apply to		
JARDINE, MATHESON & CO., LTD.		
Telephone No. 215 Sub. Ex. No. 9.		

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS. FORGEWORKERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

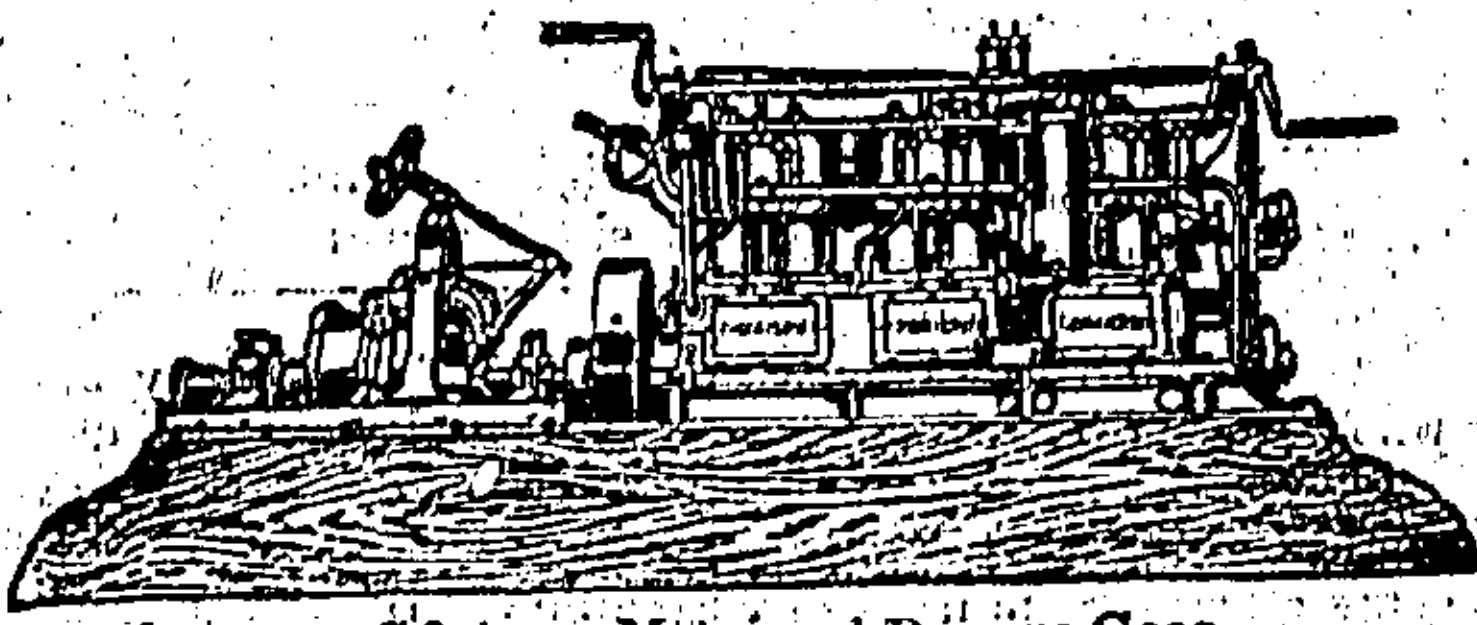
AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address—"TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Appl. To	To be Despatched.
Marseilles, Rotterdam etc.	Stentor	B. & S.	1, Aug.
London, via Usual Ports of Call	Devonia	P. & O.	1, Aug.
London, Amsterdam & Antwerp	Elmaeus	B. & S.	3, Aug.
London, via S'pore etc.	Silesia	S. W. Co.	5, Aug.
London & A'werp via S'pore etc.	Syria	P. & O.	5, Aug.
N'los, A'ra, L'bon S'pore etc.	P.E. Friedrich	M. & Co.	5, Aug.
Gen. a, Dunkirk & Hamburg	Frisia	H. A. L.	7, Aug.
Havre B'men & Hamburg etc.	Amazonia	M. M. Co.	11, Aug.
Marseilles via Ports	O.D.J. Ahlers	H. A. L.	22, Aug.
London & Antwerp	Senegambia	H. A. L.	25, Aug.
Havre, Emden & H'burg	Carshire	J. M. Co.	31, Aug.
London & A'werp etc.	Dortmund	H. A. L.	1, Sept.
Genoa, Havre & H'burg	Holstia	H. A. L.	10, Sept.
Hamburg & Antwerp etc.	Saxonia	H. A. L.	12, Sept.
Havre, Bremen & H'burg etc.	Scandia	H. A. L.	21, Sept.
R'dam, H'burg & Antwerp etc.	Sachsen	H. A. L.	30, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, V'vor, S'pore & P. (Or.)	Andalusia	H. A. L.	2, Aug.
San Francisco, via Keelung, Shanghai and Japan etc.	Siberia	P. M. Co.	2, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Chiyo M.	T. K. K.	4, Aug.
Boston and New York via Ports and Suez Canal	Royal	A. K. & Co.	5, Aug.
V'toria, Tacoma, Seattle etc.	Teucer	B. & S.	5, Aug.
Vancouver via S'hai & Japan etc.	E. of Asia	C. P. R.	5, Aug.
V'ia, B.O., T'ma via K'lung, Japan	Tacoma M.	O. S. K.	6, Aug.
Victoria, Vancouver, Seattle, Tacoma & Portland	Den of Airie	J. M. Co.	10, Aug.
San Fco via S'hai & Japan etc.	China	P. M. Co.	12, Aug.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
Boston & New York	C. F. Lasieiz	H. A. L.	15, Aug.
V'toria, B.C., T'ma via S'hai etc.	Panama M.	O. S. K.	19, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Tenyo M.	T. K. K.	25, Aug.
New York	St. Robert	D. & C.	25, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Nippon M.	T. K. K.	8, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	9, Sept.
Victoria, V'vor, S'pore & P'land (Or.)	Belgravia	H. A. L.	17, Sept.
	Brasilia	H. A. L.	19, Oct.

AUSTRALIA.

Australian Ports via Manila	Aldenharn	G. L. Co.	31, July
Freemantle	Onsang	B. & S.	5, Aug.
Australian Ports	P. Waidemay	M. & Co.	8, Aug.
Australian Ports via Manila	Changsha	B. & S.	14, Aug.

SINGAPORE, COAST PORTS AND JAPAN.

Saigon	Kalgan	B. & S.	29, July
Shanghai	Delta	P. & O.	30, July
Shanghai via Swatow & Amoy	Kaijo M.	O. S. K.	30, July
Yokohama, Kobe and Moji	Dunera	D. S. Co.	31, July
Shanghai	Bohemia	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	China	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Vorwaerts	J. M. Co.	1, Aug.
Manila	Loongsang	J. M. Co.	1, Aug.
Shanghai and Tsingtau	Chenan	B. & S.	1, Aug.
Tamsui via Swatow and Amoy	Daigai M.	O. S. K.	2, Aug.
Bombay via S'pore & Colombo	Jinsen M.	N. Y. K.	2, Aug.
Shanghai, Kobe & Yokohama	Tuebingen	M. & Co.	3, Aug.
Manila, Cebu and Iloilo	Taming	B. & S.	3, Aug.
Swatow, Amoy and Foochow	Halyang	D. L. Co.	4, Aug.
Shanghai	Shaohsing	E. & O.	4, Aug.
Shanghai, Moji, Kobe & Y'hama	Sardinia	F. & O.	5, Aug.
S'hai, N'saki, Kobe & Yokohama	P. Alice	M. & Co.	5, Aug.
Kobe and Moji	Japan	D. S. Co.	8, Aug.
Kobe and Moji	Riojun M.	D. & C.	9, Aug.
Shanghai, Kobe and Yokohama	Cordillero	M. M. Co.	10, Aug.
Shanghai, Kobe & Yokohama	Rangoon M.	N. Y. K.	12, Aug.
Shanghai, Kobe & Moji	Yangshing	J. M. Co.	12, Aug.
Bombay via Singapore, etc.	Indo M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Polynesian	M. M.	24, Aug.
Moji and Kobe	Banri M.	D. & C.	6, Sept.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
S'pore, Batavia, Chingbin, etc.	Riojun M.	D. & C.	22, Sept.
Batavia, Cheribon, Samarang, etc.	Elbodus	J. O. J. L.	Q. desp.
Japan	Tilatjap	J. O. J. L.	Q. desp.
Shanghai	Elkni	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, etc.	Timatam	J. O. J. L.	Q. desp.
Shanghai	Titarcom	J. O. J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel.
Shanghai	Delta
Shanghai	Esang
Paikoi	Hue
Foochow	Kaijo Maru
Calcutta	Torilla
Shanghai	Luohow

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF ASIA left Manila at 6 a.m. on July 28, and is due to arrive at Hongkong at 6 p.m. on July 29.

The C.P.R. s.s. EMPRESS OF JAPAN left Vancouver on July 23rd, a.m.

The C. P. R. s.s. MONTEAGLE arrived Vancouver between 6 & 8 p.m. on July 28.

The C. P. R. s.s. EMPRESS OF RUSSIA left Yokohama between 3 & 4 p.m. July 21.

The C. P. R. s.s. EMPRESS OF INDIA left Shanghai at 9 p.m. on July 23, and was due to arrive at Nagasaki at noon on July 27.

AMERICAN MAIL.

The P. M. s.s. CHINA sailed from Yokohama on Wednesday, July 22, for Hongkong via Manila.

The P. M. s.s. SIBERIA will be despatched from this port at 1 o'clock p.m. on Sunday, August 2, for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this port via Queensland Ports, Port Darwin, Timor & Manila on the 21st inst. and may be expected to arrive here on the 4th August.

The A. O. Line s.s. CHANGSHA left Port Darwin on 27th inst. for Hongkong via Zamboanga and Manila and may be expected to arrive here on or about 8th August.

ENGLISH MAIL.

The P. & O. s.s. DELTA left Singapore for this port on the 25th inst. at 9 a.m. with the outward English Mail, and is due here on the 25th inst. at about 4 p.m.

GERMAN MAIL.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 8th inst. left Colombo on Sunday, the 26th inst. a.m. and may be expected here on or about Wednesday, the 3th August.

The I. G. M. s.s. KLEIST which left here on Wednesday, the 22nd inst. at 10 a.m. arrived at Singapore on Sunday, the 26th inst. at 5 p.m.

The I. G. M. s.s. GOEBEN which left here on the 24th June arrived at Genoa on Saturday, the 25th inst. p.m.

The I. G. M. s.s. YORCK which left here on the 22nd July, arrived at Shanghai on Saturday the 26th inst.

MERCHANT STEAMERS.

The S. L. s.s. DEN OF AIRIE left London on the 21st ult., and is due at Hongkong on the 8th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 26th Aug.

The Mogul Line s.s. LENOX sailed from the United Kingdom on 18th June, and is due to arrive here on or about the 30th inst.

The Mogul Line s.s. ERROLL sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

The East Asiatic Co. s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 15th August.

The P. & O. s.s. SOCOTRA left Singapore for this port on the 27th inst. at 5 p.m. and is due here on the 1st August, at noon.

TIDE TABLE.

27th July, to 2nd Aug. 1914.									
Day	Time	High Water	Low Water	Day	Time	High Water	Low Water		
		Mean.	Mean.			Mean.	Mean.		
Mon.	27	11:00	4:15	Mon.	31	11:15	4:00		
Tues.	28	10:45	5:00	Tues.	1	10:45	5:15		
Wed.	29	10:30	5:45	Wed.	2	10:30	5:45		
Thurs.	30	10:15	6:30	Thurs.	3	10:15	6:15		
Fri.	31	10:00	7:15	Fri.	4	10:00	7:00		
Sat.	1	9:45	8:00	Sat.	5	9:45	7:45		
Sun.	2	9:30	8:45	Sun.	6	9:30	8:30		

in morning. a afternoon.

in morning & afternoon.

VESSELS IN PORT.

Steamers.

Demodocus, Br. s.s. 6,689, A. E. Dodd, 15th inst.—Singapore, 7th inst. Gen.—Order.	
Lysemon, Ger. s.s. 1,336, E. Abahagen; 15th inst.—Saigon, 10th inst. Rice—China.	
Sulsang, Br. s.s. 1,737, Simpson, 15th inst.—Freemantle, Gen.—J. M. & Co.	
Nelson, Br. s.s. 6,634, D. Maclean, 16th inst.—Singapore, 12th inst. Gen.—B. & S.	
Kanakuk, Br. s.s. 2,593, T. J. Archbold, 17th inst.—Haiphong, Gen.—S. O. Co.	
Zafro, Am. s.s. 4,000, F. S. McMurray, 18th inst.—Manila, 15th inst. Gen.—S. T. & Co.	
Skerries, Br. s.s. 2,953, 21st inst.—Java, 12th inst. Sugar—J. O. J. L.	
Walshing, Br. s.s. 1,170, A. S. Woodget, 21st inst.—Saigon, 18th inst. Rice—J. M. & Co.	
Mendip Range, Br. s.s. 2,995, Foxworthy, 23rd inst.—Moji, 16th inst. Coal—C. & Co.	
Onsang, Br. s.s. 1,757, Picknell, 22nd July—Java, 12th July, Sugar—J. M. & Co.	
Anna, Norw. s.s. 1,017, A. Arutzin, 23rd inst.—Bangkok, 17th inst. Rice & Cotton—Chinese.	
Haldia, Norw. s.s. 1,065, J. Jorgensen, 23rd inst.—Amoy, 22nd inst. Gen.—J. O. J. L.	
Kwangse, Br. s.s. 1,302, G. J. Spink, 23rd inst.—Swatow, 22nd inst. Ballast—B. & S.	
Prometheus, Norw. s.s. 1,024, E. Jorgensen, 24th inst.—Bangkok, 17th inst. Rice—T. & Co.	
Siberia, Am. s.s. 18,000, A. Zeeder, 24th inst.—San Francisco, 25th June, Gen.—P. M. Co.	
Dorwent, Br. s.s. 1,303, J. Jenkins, 25th inst.—Saigon, 21st inst. Rice—Chinese.	
Chipsing, Br. s.s. 1,127, E. W. Schenk, 25th July—Weihaiwei, 20th July, Gen.—J. M. & Co.	
Main China, Chinese, 1,480, D. S. S. N. Co. 26th inst.—Tientsin, Gen.—C. M. S. N. Co.	
Hue, Fr. s.s. 942, Cornillan, 26th July—K. O. Wan, 25th July, Gen.—A. R. Mary.	
Loksang, Br. s.s. 378, P. W. Ritchie, 26th July—Chefoo, 20th July, Gen.—J. M. & Co.	
Shinsei Maru, Jap. s.s. 1,034, Tomiawa, 27th July—Kwangse, 24th July, Cement Stone—Sagami & Co.	
Torilla, Br. s.s. 1,038, C. J. Wason, 27th July—Kobe, 20th July, Gen.—D. S. & Co.	
Chiyo Maru, Jap. s.s. 7,250, W. W. Greene, 27th July—San Francisco, 27th June, Gen.—J. M. & Co.	
Daguer, Br. s.s. 3,403, E. G. M. Dickinson, 28th July—Shanghai, 23rd July, Gen.—D. S. & Co.	
Glenstrae, Br. s.s. 1,045, M. G. Murray, 28th July—Shanghai, 24th July, Gen.—S. T. & Co.	
Iyo Maru, Jap. s.s. 3,918, S. Hirase, 27th July—Shanghai, 24th July, Gen.—N. Y. K.	
Swanley, Br. s.s. 2,907, W. E. Stoffe, 27th July—Manila, Gen.—C. & Co.	



SORE THROAT.

Its Cause and Cure.

Few ailments are more painful and annoying than Sore Throat, which is so prevalent just now.

This complaint always means that the sufferer has inhaled germs—particles of vegetable life so extremely minute that, when seen through the microscope, they look like little specks, as shown in the above illustration.

The quickest and most thorough way of killing these germs is to suck a few Formulant Tablets. The pain and swelling rapidly diminish, the mouth and throat feel thoroughly clean and refreshed, and in a short time the Sore Throat is cured.

Formulant is just effective, too, as a preventive of Sore Throat, and of much more dangerous epidemic diseases like Diphtheria, Consumption of the Lungs, Scarlet Fever, and Measles.

Praised by 7,000 Physicians.

Valuing's Formulant Tablets are held in the highest esteem by medical men. For instance, a physician writes in "The Practitioner": "I have never had Sore Throat myself since I began to use Formulant, although I suffered periodically before."

Formulant is habitually used by well-known people like the Right Hon. Arthur J. Balfour, M.P., Lord Justice Buckley, and Sir Gilbert Parker, M.P. To take only a few examples, Lord O'Hara writes: "I have been using Formulant for Sore Throat with most satisfactory results." Signor Curcio, the world-famous tenor, writes: "I have found Valuing's Formulant Tablets very useful to the throat and pleasant to the taste." The Bishop of Bath and Wells writes: "Valuing's Formulant is a remedy and preventive, the value of which is appreciated in this house."

Such eminent people would not allow their names to be published if they had not proved the efficacy of Formulant. Their names are a guarantee that it would be worth your while to try Formulant, which can be obtained of all Chemists, and also to send this coupon for a Free Copy of a Valuing's Handbook on Sore Throat, Diphtheria, etc., written by a London physician.

Only a limited number of copies are available for free distribution, and there is sure to be a quick demand for these. Post this coupon at once, and thus make sure of securing your copy. Valuing's Formulant can be obtained of all Chemists, in bottles containing 50 tablets. Insist on the genuine Formulant, and refuse worthless and harmful substitutes.

FREE HANDBOOK. Please send me a Free Copy of "Hints on Sore Throat."

Name

Address

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, WEDNESDAY, JULY 29, 1914.

THE WORLD OF SPORT.

INTERESTING COMMENTS OF THE MOMENT.

Carpenter's Views and Hopes—Latest Cricket Notes.

(From Our Special Correspondents.)

London, July 3.

"Has it ever struck you," writes George Carpenter, "how odd it is to know you are going to fight a man you have never seen? I have never seen Gunboat Smith. I have only seen pictures of him, but I have heard a great deal of talk about him. I believe him to be very strong and that he hits very hard. Yet I doubt if he can touch me, because he is much less quick than I am. He has the advantage of me in weight, but I am counting on my science to make up that deficiency on my side. Science counts for a great deal in a boxer. So does instinct—the kind of instinct that is born in a good fighting man, and that tells him what are the intentions of his opponent without any visible evidence. Jack Johnson has this instinct very strongly, and I was forcibly struck by this fact whilst acting as referee during his recent contest with Moran. American boxers, like American people, are very hard. They are not scientific as a rule in the combat a distance, but recover themselves at the in-fighting. The Englishman Wells, unlike the generality of Americans, is very scientific a distance but cannot work at the in-fighting. I am always at my ease before men like him. I view my coming conflict with Gunboat Smith with absolute confidence. Optimism—glorious, unbounded optimism, is the great asset of the fighting man. All the science and instinct in the world avail nothing if the fighter cannot convince himself he is going to beat the other fellow. I thank Heaven that I have been blessed with that complete confidence in myself.

"To be sure, I give myself every reason for my confidence. I practise the uttermost self-denial, though the world is by now a misnomer in my case. I have learned to love this simple country life, away from Paris and its false pleasures. I rise at six and I am in bed at nine. I am a great believer in massage. My good Cristini, who does it for me, is a wonderful chap. He speaks bad French, and I believe, worse English. But he has the greatest massage mixture ever invented. Its composition is a profound mystery which even I am not allowed to know. He, too, never talks boxing. I read a good deal. Zola and Victor Hugo are my favourites. They are my rest and recreation after dinner in the evenings. It is of course part of my training, but I am very pleasantly unconscious of it as training. In a word, my training is perfect, and that is the obvious reason for the faith which is in me. I know very well that Gunboat Smith is a man de grande classe, and has some advantages over me. But I am tranquil. I hope to beat Gunboat Smith. I believe that I will do it. My intention is to meet afterwards Jack Johnson for the title so called—'Champion of the World in all categories'. If I fail—but I do not even think of it.

"And let me say here at once, since others who were not all at the fight seem in some cases to doubt it, that Saturday's match between Johnson and Moran was a genuine match. Certain journals have given it as their opinion that Johnson was playing with the public, but as arbitrator of the fight I am in a position to say that nothing could be further from the truth. My knowledge of what boxing

demands leaves no doubt what- ever in my mind as to what efforts Johnson was making. He was doing his best. His best is a best to be reckoned with, and not lightly deprecated. Johnson has been such a giant in the world of boxing, that any falling off from his former greatness naturally leads to wrong impressions about his present capabilities. But Johnson is no longer what he has been. He is no longer the man of Reno, of the time when he beat Jeffries, Tommy Burns, Stanley Ketchell. He boxed on Saturday like a man knowing how to box, but who was unable to employ his science through lack of wind. He tried his utmost but his blows lack force and precision. That was due, doubtless, to his long absence from the ring. He was, also, enveloped with a layer of fat, which took much of the quickness out of him. Perhaps his training was not severe enough. But age may have been a factor. Johnson is becoming too old for a boxer.

"In front of Moran he was always marvellous on the defensive, but his blows did not respond to his will. That, however, did not prevent him from winning his match with a man who had very little science, and who was, above all, very slow. In the period when his form was at its best, I imagine Johnson would have got rid of his adversary in less than ten rounds. Moran is a dangerous man—by the force of his blows. But if he fails always to place one of them, he will be always beaten on points by men quicker than he is. Johnson is quicker than Moran by a good deal. I find nothing to object to or to criticise in any way in Johnson's style of boxing. His method hardly varies. His chief attack is always with uppercuts of the two arms. He is immensely advantaged by the power of those formidable arms, those arms of copper, which fatigue and paralyse his adversary. I have said Johnson has still to be reckoned with, but his great day is over. Of one thing I am sure. In two years, one year, perhaps even less, his conqueror, be he white or black, will come. And Johnson does not grow younger. I can see ahead very clearly a line of succession to Johnson—the negroes Langford and Joe Jeaneke—followed by Gunboat Smith—or myself. Qui vivra verra."

Cricket.

A few years back (writes Mr. Gilbert Jessop) agitation was aroused over the artificial preparation of wickets which it was claimed gave too unfair an advantage to batsmen. At the present moment it would seem, judging from reports which reach me as to the state of many of our County pitches, that pluck even more than skill is required successfully to negotiate fast bowling. The prevalence of what is termed sporting wickets no doubt tends towards matches arriving at a definite issue, but at the same time it lends itself to the danger of breeding a generation of bowlers whose sole virtue is ability to send down short deliveries at a fast pace. It used to be said at one time of a famous enclosure that the preparation of the wicket varied according to the nature of the attack presented by the opposing side. One can only conjecture that the term of "sporting" which is applied to all

SPECIAL CABLE.

(From Our Own Correspondent.)

THE SHANGHAI BANKING VENTURE.

BARON MACAR SENTENCED.

Another Stigma on Hongkong Registration.

Shanghai, Received July 29.

The Belgian Consular Court has sentenced Baron Macar, who was connected with the promotion of the British and Belgian Bank of China, to twelve months' imprisonment for false pretences and abuse of confidence, and also to a fine of Francs 3,000 and the deprivation of civil and political rights for ten years.

The President of the Court said: "prisoner could bless the Hongkong Ordinances for the fine opportunities they had afforded his activities. Prisoner appealed to be sent to Belgium."

wickets of a bumpy description is as much due to the sport supplied to the spectators when those frequent moments arrive of involuntary terpsichorean antics of batsmen. An occasional nudge on the fibula or a rap on the patella, although not altogether certain to arouse any humorous instincts on the part of the batsman, is all in the game—but what is certainly not in the game is a retaliatory attitude. And reading between the lines—that has happened in more than one first class fixture this season. The short pitched ball is a legitimate method of attack which against batsmen of the timid variety rarely fails of success—but the legitimacy of bowling at the batsman with but small regard for the wickets is to say the least of it, questionable. Matches may be won by such methods—but at some cost to the fair reputation of a team.

Middlesex Still Unbeaten.

Middlesex are already being spoken of as the champion cricket county, and, despite the fact that they are rather badly handicapped through lack of a fast bowler, they really are perhaps the best eleven in the field this season, at any rate. Whilst Tarrant and J.W. Heane continue in such brilliant form. They are still undefeated but had to struggle hard to keep their record in the match with Surrey at the Oval. They had no bowler suitable to the fast iron hard pitch, and, when they went in, had to face the dismaying total of 544. For almost two days they had their backs to the wall, striving stubbornly for the only thing they could hope for, which was to draw. The situation was critical when they were out in the first innings for 207, and, following on, they were faced with the problem of how to stop in all the third day. That they managed to do this was almost entirely due to the wonderful effort of Heane, who, out of a total of 393 for five wickets, scored 191 not out. Heane has already reached the double century this year, and this was his fifth three-figure innings. He is just the right type of batsman for an emergency of this sort. There is none who plays with a straighter bat, and few who have his patience. In ordinary circumstances he is quite attractive at the wicket, but his batting on this occasion, when to stop in at any cost was the need, was a rather wearisome ordeal for himself, the bowlers, the spectators and everybody concerned. A member of a famous cricketing family, Heane went to Lord's as an odd-job boy, and he owes his prominence as an England cricketer to P. F. Warner who, when others could not see his merit, never ceased to praise him both as batsman and bowler.

He was responsible for his selection for the last team in Australia. Kent's form continues to be very uneven. One or another of the batsmen is usually successful, but in recent games there has been no consistency in the side. The last match against Gloucestershire was really a Woolley victory, for the left-handed bowler captured seven wickets in the first innings for 66 runs, and made scores of 77 and 111 not. Even more disappointing have been Yorkshire, though they have found a new fast bowler, named Whiting, of great promise. On paper the side is splendidly strong all round—but either it is the bowlers who have a bad day or else it seems to be the batsmen who fail. Not for several seasons have such big scores been made against a Yorkshire county side. Sussex v. Notts at Brighton was a wonderful scoring match. Batting first, Notts obtained 501 for 3 wickets, 213 hitting 108 and Herdstaff 213 not out. In reply Sussex made 499. H. P. Chaplin playing a grand not out innings of 213. By this time a draw was inevitable, but there was still another century when Notts went in, again, George Gunn scoring 104 not out. Cricket is always good when the attempt to win is so keen and sporting as that made by Warwickshire against Lancashire. With seven wickets down in the second innings, E. R. Foster declared, leaving Lancashire four hours in which to make 293. This time was ample for the runs to be got, and for Warwickshire to have a chance of getting their opponents out. How well the latter succeeded in their endeavour may be judged from the fact that, when a violent thunderstorm stopped play, Lancashire had only one wicket to fall and their total was only 100. It was hard luck on Warwickshire—never was victory better deserved. To have it snatched from them at the very moment of triumph in that way almost suggests that the Clerk of the Weather is a Lancashire lad.

REVOLVER POSSESSION.

This morning, at the Police Court, Det. Sergt. Wills charged two Chinese, residing at 11, Queen's Street, with being in possession of a Colt revolver and 1,500 rounds of ammunition. It was stated in Court that the ammunition was found outside the cubicle occupied by the prisoners, while the revolver was found concealed inside a partition. The first prisoner pleaded guilty to being in possession of the arms and was fined \$500, the charge against the other being withdrawn.

SHELL TRANSPORT CO.

Further Points from the Chairman's Speech.

Yesterday we gave a lengthy report of the speech of the Chairman (Sir Marcus Samuel) at the annual meeting of the Shell Transport and Trading Company, in London. Below will be found the conclusion of the speech.

Continuing, Sir Marcus Samuel said:—

If I may refer you to the balance-sheet of the Bataafsche Petroleum Maatschappij, you will find that the nominal capital of the Corona Company was 5,000,000 florins, but, out of that, at the close of the year, cash in hand amounted to 2,755,000 florins.

We have at the present moment expended the whole of that capital in providing facilities for dealing with the oil, including earth storage for a million barrels and steel storage to about the same extent. We have acquired a new area of no less than 800,000 acres in Mexico, giving rights over lands far away from present fields, but which, in the opinion of our geologists, are likely to yield brilliant results. You will forgive my repeating that the great success of your company has been attained in every case by avoiding the "watering" of capital and by opening up unproven fields for themselves all over the world. This, with the very moderate capitalization on which practical results have been obtained, cannot fail to show a handsome return. I must warn you, nevertheless, that you cannot always hope to be successful, and that sooner or later we are quite likely to lose large sums of money in our efforts to develop unknown fields. Happily, the huge appropriations which we make for depreciation enable us to take these risks.

Interests in "A New Oil World."

Before leaving the subject, I think it right to inform you that your directors have secured very large interests in a new oil world. These interests, because of their magnitude, involve a heavy outlay for survey, for geological research, and for experimental boring. I do not feel at liberty to give you any further details about these ventures at the present moment. You have had circulated with the balance-sheet figures of our production in the principal companies with which we are associated. There is a gratifying increase of our production in Java. Our total production from our fields in Netherlands-India reached 1,503,861 tons, which is a record. Further geological investigation has much extended the known productive area of many of the fields in Borneo. Production in the oilfields of Sumatra is declining, but we have discovered a new field there. We are the largest producers of any one company in Rumania and certainly amongst the largest in Russia.

The "Deal" with the Californian Oil Company.

Our deal with the Californian Oil Company was carried through. We have since added materially to the lands that we acquired. In accordance with the policy that I foreshadowed, contracts for the construction of a Pipeline to the seaboard have been entered into. An option on land has been acquired for the construction of a Refinery, for which plans are prepared and will be actively proceeded with. In the meantime we are not pressing for production from the fields, but are rather cartailing it in so far as we can without injury to the wells, because we are convinced that when we can treat it and market it we shall get a better return than by selling it as Crude Oil. Owing to the fact that

there is only one buyer, coupled with over-production of light oil, prices in California are unduly low. The completion of these projects in California, with the provision of the necessary widespread distributing organization, will involve the expenditure of a sum of not less than \$1,500,000. We are freeing the property from Debentures by paying them off. In our opinion it is very unsound to have Debentures upon any oil properties, and there are none in any oil company in which we are concerned. (Cheers.)

The Company's Trade in Petrol.

It is with much pleasure that I have to refer to our trade in Petrol. In spite of the prognostications of alarmists, it has not been found necessary to advance the price of Shell Spirit during the past year, nor (I am glad to say) do we anticipate, so far as we can see, that this step will need to be taken. Notwithstanding the enormous increase in consumption, supplies have kept pace with it. Shell Spirit stands on a pinnacle alone, and the demand for it throughout the world is not only unabated, but is ever increasing because of its extraordinary purity and power. Were I to give you figures of the cost of the great capital expenditure required for the distribution of this one article in Great Britain alone you would be astounded. I do not propose to do this, but to tell you that so many are the advantages, and so great is the economy of distributing our petrol by means of motor traction, that we have decided to scrap the whole of our horse transport as quickly as we can get the new motors delivered. They are all being manufactured in the United Kingdom. (Hear, hear.) This transition will involve, in the Metropolitan area alone, an expenditure of capital not very far short of £100,000. During the year large additions have been made to our fleet. Several of our motor ships have been delivered. I am glad to say they are giving unqualified satisfaction. British builders have at last taken up this branch in earnest. The faith that I personally have reposed in their skill is, I am sure, going to be justified in the success of the engines they have built for the independent company which I have formed, in conjunction with many friends, to encourage the growth of this industry in Great Britain. (Hear, hear.) Our first boat, by a very happy coincidence, arrived at Port Said on Saturday after a non-stop run from Cardiff. I have already seen sufficient to justify me in saying that if the results we have attained continue, the days of steam or of oil fuel for generating it are numbered, and the internal combustion engine will wipe out the steamer as certainly as that in its time superseded the old sailing ship.

Supply and Demand.

On the question of oil supply, however great the demand may be, I have no doubts or misgivings whatever. The production in the world to-day of heavy oils very much exceeds the consumption. As I always predicted, let it be known that there is a large and regular demand and oftake, and you may rely that the supply will be forthcoming, if prices do not fall below cost of production, as they did about two years ago. Your directors are fully alive to their responsibilities in this matter. It is in view of procuring geographically world-wide supplies that they have taken territory in places the whole world over, with a view to enable them to put up such a widespread series of oil depots as to ensure a supply to users all over the globe. If I may say so, I do not think that there is any company or corporation engaged in the trade who are better able to do this than we are, although we do not possess, never seek, and have never sought to obtain a monopoly.

Our production figure showed you that for the past 12 months our own production of oil approximated to 4,000,000 tons. I think there is very little doubt that during the current year we shall exceed this. Our trade in oil, however, must not be measured by our own production, for we are necessarily very large buyers in all markets, and we distribute much more than we produce. I want you to realize, therefore, that our profits are derived rather from our enormous turnover than from any high prices that we realize, and the profits include not only those we make as producers, and refiners, but those arising out of the employment of our fleet, from storage, warehousing, distribution, and sales. With such a business to conduct, it is the deliberate policy of the company to maintain their financial strength. You will be glad to learn that after the payment of dividend for the current year we shall have in hand a sum of \$2,450,000—sufficient to see us some considerable way yet in the very large commitments we have. The unblushing effrontery of those who still assert that we are a "Trust" must be met by the statement that we have at present 12,450 registered shareholders. There are 6,917 warrants to bearer of 20 shares each, and there are 105,256 warrants of five shares each—an enormous increase in each category. I am glad to say, since last year.

The Current Year No Decline in Prosperity.

As usual at these meetings, it is my privilege to give some account of the progress of the business up to the present period. I am, indeed, happy to say that there is no decline in the prosperity that has so far attended us. Our production is fully maintained. Prices for our products are on the whole better than at the same period of last year. The volume of our general trade again shows a gratifying increase. Your directors, therefore, fully anticipate, in consequence of the conservative lines they have adopted, to come before you at our next meeting in the same cheerful frame of mind in which they greet you to-day. (Cheers.)

I must not reveal secrets which it is better in your interests not to disclose, but I wish to lift the veil—for a single moment only—on the question of products in stock. The great competition that has existed, and still prevails, in one particular article that we manufacture—namely, paraffin wax—induces us to inform you of the position which we are in to meet the prices of other manufacturers of this article. The stock includes 93,000 tons of wax residue, and this stands in your books at 5s. per ton. At our last meeting so many shareholders expressed a wish that the distribution of the company's profits should be more evenly apportioned that your directors have decided to fall in with their views. In future we shall not pay an Interim Dividend in July, but one only in December, and the balance as a final dividend in July. Premising that I shall be glad to answer any questions from shareholders, I beg to move the adoption of the report recommending the payment of a final dividend, making 35 per cent. per annum for the year 1913, and an interim dividend of 1s. per share on account of the profits of 1914.

The motion was seconded by Mr. H. W. A. Deterling and carried unanimously. Other business was of a formal nature.

Officers' Telephony Class.

A supplementary class of instruction in Telephony for British Officers will be held in Wellington Barracks, commencing August 3, at 11 a.m. The course will consist of 4 lectures of about 1-1/2 hours each, on August 3, 4, 6 and 7, in the R.E. Theatre, and two days' practical work, about 2 1/2 hours a day, on August 10 and 11 at King's Park, commencing at 10 a.m.

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, WEDNESDAY, JULY 29, 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

EUROPEAN CRISIS.

"A UNITED FRONT."

[Reuter's Service To "The Telegraph"]

London, Received July 29.

The Times states that it is imperative to patch up domestic differences without delay, in order that the whole nation may present a united front in the threatening international crisis. There can be no question of a change in the Government at present.

Austrian Blockade.

The Times correspondent at Durazzo reports that the Austrians have blockaded Antivari. (Antivari is a seaport eighteen miles N.W. of Scutari.)

Emperor's Manifesto.

Reuter's correspondent at Vienna has reported that Emperor Francis Joseph, in a manifesto, reviews the Serbian intrigues and says that while he is fully conscious of the consequences of his decision and his responsibility to the Almighty, he grasps the sword to secure the honour, dignity and territorial integrity of Austria-Hungary.

War Preparations.

There is a faint hope that direct Austro-Russian conversations may avert a European conflagration. Meanwhile Germany is taking naval and military precautions. The people in Paris are calmly preparing for war, while the British dockyards are most active.

Russian Demonstrations.

The news of the declaration of war was cheered by crowds in St. Petersburg. Demonstrations were attempted outside the English and French Embassies, but they were prevented by the police without any disorder.

Dissensions.

Reuter's correspondent at Rome reports dissensions between Marquis Giuliano and M. Salandra, the latter insisting on Italy's absolute neutrality.

Shattering an Idea.

Reuter's correspondent at Vienna states that the official organ, the Fremdenblatt, says that Europe can now see that Austria-Hungary is not merely a political entity. The idea that Serbia was greater must be shattered by "our united strength."

Prices of provisions in Vienna have risen by fifty per cent. and the stallkeepers in the market have been mobbed.

Twenty eight Socialist anti-war meetings have been held in Berlin. The speeches were drowned by singing.

A huge patriotic demonstration has taken place in Unter-den-Linden.

Panic in New York.

Reuter's correspondent in New York reports that the news of the declaration of war caused a panic in the stock-market. The scenes in the wheat pit have been without precedent since the Leiter corner in 1898.

Transactions amounted to twelve million bushels and prices rose ten cents. There was a slump in coffee and cotton.

MALAY LOAN.

NOT TO BE RAISED YET.

London, Received July 29.

In the House of Commons, Mr. Harcourt announced that the Malay States Loan was not likely to be raised for some time.

THE TROOPING SEASON.

Programme for 1914-1915.
of R.I.M.S. Hardinge.

We are notified by Major Comyn, Acting D.A.A. and Q.M.G. that the R.I.M.S. Hardinge, will leave Bombay empty, on October 9, arriving at Hongkong October 22 and Obingwangtao on October 30. From that port she will return, bringing the 2nd Battalion South Wales Borderers southwards for Singapore, passing through Hongkong, November 15, proceeding thence to Rangoon, on the 18th, with the 1st Battalion K.O.Y.L.I. which is ordered to Maymyo.

TO-DAY'S DELUGE.

Roads in Kowloon Flooded.

The downpour of rain at tillin time to-day played havoc with the thoroughfares of Kowloon. Peking Road, for many yards before it joins Nathan Road was flooded to ankle depth, whilst the drains in Nathan Road were overtaxed to such an extent that the water came up from one of the hydrants like a fairy fountain. The less pretentious streets in Kowloon also suffered very much, the drains overflowing.

BOXING CHALLENGE.

"Jeffries Jimmie" wants to meet winner in Scott-Kerrison Fight.

We are asked to state that Mr. Charles Kirkstein, known among the sporting men of the Pacific Coast as "Jeffries Jimmie," who is staying in the Colony, is prepared to match himself against the winner in the contest due to take place between Corporal Scott and Sky Kerrison next Saturday. We understand that Mr. Kirkstein is well known in banking circles in San Francisco and follows fighting as a recreation.

A stakeholder has been appointed and replies to the challenge can be directed to the Hongkong Telegraph.

"Jeffries Jimmie's" trainer and manager is Bob Rose (who is reputed to be a cousin to the American shot-putter) who is well known in the States as a runner, having won the A.A.U. championship in 1908.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY,
the 1st August 1914, commencing at 11 a.m. at No. 11a Caine Road.
A Quantity of Boots and Shoes, Biscuits etc., etc.

also
Sundry Shop Fittings.
On View from Friday, the 31st.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

Tuesday & Wednesday the 4th & 5th August 1914 commencing at 11 a.m. each day at his Sales Rooms, Duddell Street.
A Large Quantity of Ladies' and Children's Boots & Shoes, (including Satin and Brocade Evening Shoes) **UNDERWEAR, WOOLLEN GOLF COATS, TIES, LACE COLLARS, UMBRELLAS, SUNSHADES, HOSIERY, FEATHER RUFFLES, etc., etc., etc.**

The above are in first class condition and have never been offered for sale.

On view from Saturday the 1st August.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

POLICE OFFICER ASSAULTED.

Woman Sent to Gaol for Six Months.

This afternoon at the Police Court, before Mr. J. R. Wood, two women were charged with being in unlawful possession of young pine trees.

Acting Inspector McKay deposed to meeting the prisoners carrying two bundles of pine branches, between them, on the Tai Po Road at Shamsuipo. He was unable to arrest them, as they ran away.

The women admitted carrying the pine branches, but denied cutting them.

They were each fined \$10 or in default imprisonment for one month.

A third woman, who was arrested at the same time by Inspector McKay, was charged with obstructing the police. He told her to go to Shamsuipo with him, but she laid on the ground and struggled to the edge of the road, where she caught hold of a tree. During the struggle the woman's jacket gave way, and he had to seize her by the hair, whereupon she took a hairpin and stabbed him in the leg. Witness then called out for assistance, and two men appeared from different directions. She spoke to the men and one, putting his hand out, asked for "cumsaw" from the witness, who, just after he refused to give it, was hit on the helmet, by the other man, with a bamboo. A second blow hit the helmet down over his eyes. The woman then got up from the ground and as she did so witness was struck on the side of the jaw by the other man, who also used a bamboo. This man followed with a second blow which split his jaw.

Meanwhile the woman did further stabbing with the hairpin, witness fell down a hole and the woman escaped.

His Worship: Were you unconscious?—I must have been.

Did assistance come? No.

And you found your own way back to the station?—No—I made my way to Mr. Goldring's house.

Mr. Wood suggested that the charge against the defendant should be one of unlawful assault to prevent apprehension of herself.

An amendment to that effect was made.

Acting L. S. Roddick gave evidence of the arrest of the prisoner.

Inspector McKay said that some thirteen or fourteen of his teeth might have to be taken out.

For cutting the pine trees the woman was fined \$10 or 14 days, and for assaulting the Inspector sentenced to six months' hard labour.

Leave.

Leave on private affairs to the neighbouring countries is granted to Captain E. D. Matthews, R.G.A., from August 5 to September 22. Station leave to Swatow, is granted to Lieut.-Colonel H.W. Lees, R.G.A., from July 31 to August 11.

Examination.

A Board of Examination is to assemble in the R.A. Officers' Mess, Kowloon, on Tuesday, August 4, for the purpose of examining Lieut. H. R. Thomas, R.G.A., H.K.S.B., in accordance with paragraph 738, King's Regulations.

Boxing.

The boxing arranged to take place at the City Hall on Saturday evening promises to be a popular fixture, according to the booking, we are informed. All the men are fit, and what is more a visitor to the Colony challenges the winner of the main event, as will be soon elsewhere in this issue.

BRITISH CONTRACTORS IN CHINA.

Mr. George Pauling, of the well-known firm of Pauling and Co., writes to the Times:—

On my return from the Continent my attention has been drawn to the Reuter telegrams from Tokyo and Peking published in your Financial Section of June 16 under the heading "British Railway Concessions in China."

The Peking message declares that "the Chinchou-Chaoan branch of the Peking Mukden Railway is the only piece of British railway construction contemplated within the Japanese sphere of influence."

The Tokyo message gives the substance of a Japanese Foreign Office pronouncement on the subject of railway rights and concessions in South Manchuria and Eastern and Inner Mongolia, in the course of which it is stated that "Japan believes that no Power should assist capitalists to obtain concessions, touching Japan's economic and strategic interests, without her consent."

Furthermore, on inquiry in official circles, Reuter's Agency is informed "that the statement fairly represents the position as far as concerns His Majesty's Government." No good purpose would be served at this juncture by showing how fast and how far we have travelled since the day when the avowed object of the Anglo-Japanese alliance was to replace "spheres of influence" by "the independence and territorial integrity of the Empire of China and equal opportunities therein for the commerce and industry of all nations."

But I think it desirable to draw attention to the significant fact that neither of the inspired utterances above quoted suggests even the possibility of any initiative ever being exercised by the Chinese Government, now or hereafter, in the assertion or promotion of its sovereign rights.

It is, however, a well-known fact that, in October, 1909, the Chinese authorities granted an Anglo-American concession for the construction of a Chinese Government railway from Chinchou to Aigun via Taonanfu and Tatsihar. This line was to be built by my firm and financed by Anglo-American capitalists. At the time the concession was negotiated Japan's claim to special and exclusive privileges had not been extended beyond the Miao River, a boundary recognised in the Heilmintun-Mukden Railway Agreement (May 1907) as the natural limit of her claims. Nevertheless, China's right to build this important line has now been vetoed by Russia and Japan, and the British Government has been led, by the exigencies of the political situation, to acquiesce in that veto. If it be true that no British railways, other than a short branch of the Peking-Mukden line, are now contemplated in the Japanese "sphere of influence," it is true only because China's sovereign rights have been tacitly abridged throughout a region as large as our Indian Empire, and because British subjects are no longer entitled therein to exercise their treaty rights or to claim protection for their legitimate interests and business.

Curio Auction.

Mr. G. P. Lammert begins a two-days' sale of antique china and curios to-morrow.

Holiday.

The Army Headquarters offices and A.O. Department will be closed on Monday next, 3rd instant, except for business of an urgent nature.

To Consignees.

Consignees of cargo by the steamers Prinz Waldemar and Holatia are reminded that goods remaining undelivered after to-morrow will be subject to storage charges.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cooch rane	Cruising
Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. B. Brandon	Hongkong
Britomart	Gunboat	1,070	6	1,400	Lt.-Com. Preston Thomas	Hongkong
Cadmus	British sloop	390	—	300	Capt. M. S. Fitzmaurice	Yangtze
Charab	Water tank and tug	560	—	7,550	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	1,070	6	1,400	Lt.-Com. H. T. England	Weihaiwei
Colne	Torpedo-boat destroyer	560	4	7,500	Comdr. Mackenzie, D.S.O.	Yangtze
Hampshire	1st class cruiser	10,850	10	20,500	Comdr. Seymour	Weihaiwei
Jed	Torpedo boat destroyer	616	4	1,200	Capt. H. W. Grant	Weihaiwei
Kinsha	River gunboat	—	—	—	Lt.-Com. G. A. Mullock	Yangtze
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. H. Marryatt	Weihaiwei
Medin	Surveying ship	1,040	—	27,000	Lt.-Com. F. A. H. Russell	Labuan
Minotaur	1st class cruiser	14,600	—	—	Lt.-Com. C. J. J. Gibson	Weihaiwei
McCorhen	River gunboat	180	2	800	Capt. E. B. Kiddle	West River
Newcastle	2nd class cruiser	4,800	12	22,000	Lt.-Com. Alan Dixon	Weihaiwei
Nightingale	River gunboat	85	2	240	Capt. Frederick A. Powlett	Yangtze
Ribble	Torpedo-boat destroyer	590	4	7,500	Lt.-Comdr. M. Murray	Weihaiwei
Robin	River gunboat	85	2	240	R. W. Wilkinson	West River
Rosario	Depotship for submarines	980	—	1,400	Lt.-Comdr. Nash	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Comdr. Ormie	West River
Saipa	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	Yangtze
Teal	River gunboat	180	2	800	Lt.-Com. Maurice Leslie	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. G. E. L. Page	Weihaiwei
Triumph	Battleship	11,915	—	12,500	Act. Comdr. A. Susmann	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther, O.M.G.	Hongkong
Uk	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. Poignard	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 36	—	—	—	—	Lt. Pope	Hongkong
C. 37	—	—	—	—	Lt. McGillivie	Hongkong
C. 38	—	—	—	—	Lt. J. Gaines	Hongkong
T.B. 035	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral Jerram, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON CHINA AND JAPAN STATION.

French.						
Montcalm**	Armoured cruiser	11,000	—	20,000	Capt. Vieux	Shanghai
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Davelny	Shanghai
Decidee	Gunboat	845	10	1,000	Lieut. Matha	Canton
Argus	River gunboat	123	6	570	Lieut. de Madelle	Canton
Vigilante	Gunboat	189	7	500	Lieut. Lecadet	Tongku
Peiho	Gunboat	130	—	—	Lieut. Collin	Tchong-king
Dondard de Lagree	Gunboat	—	—	—	Lieut. Millot	Tchong-king
** Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station						
Styr	Armoured gunboat	1,798	10	1,700	Lieut. Martel	Saigon
Fronda	Destroyer	350	7	303	Lieut. Theroin	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Audemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com.	Saigon
* Flagship of Commodore Paris de Boissouray, Commanding the local defence Indo-China.						
GERMAN.						
Emdon	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Brunningshaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Laring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Frie	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunnar	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Booker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obt. z. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Marao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luis A. de Magalhães Correa M	Macao

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Bahel Daffer	—
A-7	—	—	—	—	Ensign E. L. Wood	—
Albany	Protected cruiser	3,420	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. O. S. Keller	Cavite
Callao	Gunboat	243	8	250	Lieut. S. M. La Bounty	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt. J. O. Gennings	Cavite
Cincinnati	Protected cruiser	3,123	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	Cavite
Elcano	Gunboat	620	4	800	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. B. Maxwell	Shanghai
Hoboken	Station ship	1,900	6	1,100	Lieut. V. B. Lowe	Cavite
Konadnock	Monitor	3,990	6	3,900	Lt. Y. Rorschach	Dlongap
Montezuma	Monitor	4,084	4	5,277	—	—
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cav Canton
Pineapple	Sea going tug	854	2	1,600	—	—
Pompey	Repair ship	3,085	—	—	—	—
Samar	River boat	—	—	—	—	—
Wilmington	Cruiser	—	—	—	Lt. Com. G. W. Coles	Canton
Saratoga	Flagship	—	—	—	Com. H. H. Hough	Hongkong
Onyx	Cruiser	—	—	—	J. H. Dayton	Shanghai
—	—	—	—	—	Com. R. H. Leigh	—

MARKET PRICES.

Hongkong July 6, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Out, — Mei Lung Pa	lb. 12
" Corned, — Ham Ngau Yuk	" 20
" Roast, — Shiu	" 22
" Breast, — Ngau Lam	" 18
" Soup, — Tong Yuk	" 18
" Steak, — Ngau Yuk Pa	" 22
do. — Sirloin Ngau Lau	" 35
" Sausages, — Ngau Chaung	" 20
Bullock's Brains, — Know	per set 12
" Tongue fresh, — Ngali	each 80
" Corned, — Ham Ngau Li	" 0
" Head, — Ngau Tau	" \$1.20
" Heart, — Ngau Sum	" 14
" Lump, Salt, — Ngau Kin	" 24
" Feet, — Ngau Kaaki	" 8
" Kidneys, — Ngau Yiu	" 12
" Tail, — Ngau Mei	" 12
" Liver, — Ngau Kon	" lb. 22
" Tripe (undressed), — Ngau To	" 7
Calves' Head & Feet, — Ngau Chai-tau-kark	set \$1
Mutton Chop, — Yeung Fai Kwat	lb. 25
" Leg, — Yeung Fai	" 25
" Shoulder, — Yeung Shau	" 24
Pigs Chiddings, — Chu Ohong	" 27
" Brains, — Chu Know	per set 2
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Ohak	" 3
" Head, — Chu Tau	" 17
" Heart, — Chu Sum	each 10
" Kidneys, — Chu Yiu	pair 8
" Liver, — Chu Con	lb. 24
Pork Chop, — Chu Fai Kwat	" 23
" Corned, — Ham Chu Yuk	" 27
" Leg, — Chu Pe	" 27
" Fat or Lard, — Chu Yau	" 27
Sheep Head and Feet, — Yeung Tau Kark	set 65
" Heart, — Yeung Sum	each 7
" Kidneys, — Yeung Yiu	" 10
" Liver, — Yeung Con	lb. 25
Sucking Pigs, To Order, — Chu Cha	" 22
Suet, Beef, — Sang Ngau Yau	" 18
" Mutton, — Sang Ngau Yau	" 24
" Veal, — Ngau Chai Yuk	" 19
" Sausages, — Ngau Chai Chaung	" 20

POULTRY.

Chicken, — Kai Chai	lb. 32
Capon, Large, Small, — Sin Kai	" 32
Ducks, — Ap	" 20
Doves, — Pan Kau	each 20
Eggs, Hen, — Kai Tan	per doz 20
Fowls, Canton, — Kai	lb. 35
" Hainan, — Hoi Nam Kai	" 30
" Goose, — Ngo	" 22
" Pigeons, Wild, — Shang-ho Yea Ngo	" 22
" Muskrat, — Wong Kang	each 10
" Hare, Shanghai, — Yu Chai	" 10
" Partridge, — Che Khoo	" 10
" Pheasant, — Shan Kai	pair 10
" Pigeons, Canton, — Pak Kup	each 33
" Hoihow, — Hoi How Pak Kup	" 25
" Quail, — Um-Chun	" 25
" Rice Birds, — Wo Fa Cheuk	dozen 10
" Snipe, — Sa-Choy	each 10
" Turkeys, Cook, — Phor Kai Kung	lb. 60
" Hen, — Na	" 45
Wild Ducks, — Shai, — Shang hoi Sui Ap	" 10
" Sui Ap Chai,	" 10
" Ducks Canton, — Sang-Shing Sui Ap	" 10

FISH.

Barbel, — Ka Yu	lb. 20
Bream, — Bin Yu	" 18
Canton Fresh Water Fish, — Hoi Sin Yu	" 18
Carp, — Li Yu	" 20
Catfish, — Ohik Yu	" 10
Codfish, — Mun Yu	" 15
Crabs, — Hai	" 24
Cuttle Fish, — Mak Yu	" 18
Dab, — Sa Mang Yu	" 14
Doon, — Wong Mei Lun	" 10
Dog Fish, — Tit Tu Sa	" 10
Eels, Conger, — Hoi Mann	" 13
" Fresh water, — Tam Sin Yu	" 18
Eels, Yellow, — Wong Sin	" 30
Frogs, — Tien Kai	" 28
Garoupe, — Sek Pan	" 45
Gudgeon, — Pak Kup Yu	" 15
Herring, — Tao Pak	" 20
Halibut, — Cheung Kwan Kup	" 23
Labrus, — Wong Fa Yu	" 20
Loach, — Wu Yu	" 24
Lobster, — Lung Ha	" 30
Mackerel, — Chi Yu	" 26
Monk Fish, — Mong Yu	" 25
Mullet, — Ohai Yu	" 2
Oysters, — Sang Hoo	" 20
Parrotfish, — Kai Kung Yu	" 10
Perch, — Tau Loo	" 18
Pike, — Pa Pau Pong	" 10
Plaice, — Pan Yu	" 20
Pomfret, Black, — Hak Ohong	" 22
Pomfret, White, — Pak Ohong	" 48
Prawns, — Ming Ha	" 48
Ray, — Tai Pa Sa	" 40
Rock Fish, — Sek Ka Kung	" 15
Roach, — Ohai Yu	" 12

肉食

Shatin, — Waukau Y	lb. 35
Salmon, — PS	" 10
Sao Yark, — Yu	" 19
Shrimps, — Ha	" 28
Snappers, — Lap Yu	" 32
Soles, — Tat So Yu	" 28
Tench, — Wan Yu	" 18
Turbot, — Cho How Yu	" 20
Turtles, small, fresh water, — Kork Yu	" 60
White Bait, — Ngau Yu Chai	" 1

FRUITS.

Almonds, — Hang Yau	lb. 30
Apples (California), — Kam San Ping Kho	" 25
" (Chafco), — Tin Chun Ping Kho	" 25
" Small, — Hoi Tong	" 25
" Cusard, — Fan Lai Chi	each 1
Bananas, fragrant, Canton, — San Shing Heung, Chin	lb. 4
" (brides), — Mosco, — San Heung Chin	" 1
Chestnuts, Chinese, — Fong Lut	" 1
Carambola, — Yeung Tue	" 1
Cocoanuts, — Yeh Tee	each 12
Lemons, China, — Ning Moong	lb. 8
" America, — Kum San Ning Moong	" 8
Lichees Dried, — Lai Chi, small Stone	" 60
" Fresh,	" 1
Limes, (Saigon), — Sai Kung Ning Moong	each 10
Mango, Manila, — Lui Sung Mong	" 8
Mangosteens, — San Chuk Tee	doz 25
Oranges, (Canton), — San-shing Tim Ching	lb. 15
" Sweet	" 1
Pears, (American), — in San Shoot Lay	" 1
" (Canton), — in San Shoot Lay	" 20
Peanuts, — Fa Sang	" 10
Persimmons Large, — Hung Ohie	" 10
Pine-apples, 1st quality, — Poon Ti Paw Law	each 12
" 2nd	" 10
Plantain, — Tai Chen	lb. 3
Plums, — Swatow, Hung Lai	" 8
Pumelo, Siam, — Chim Lo Yau	each 6
" Shanghai, — Lo Kwat	" 1
Walnuts, — Hop Tuo	lb. 15
" Green, — Sang Hop Tuo	" 15
Water Melon, — (Am), — Kom San Sai Kwa	each 14
" (China) Sai Kwa	" 14
Grapes, — Sang Po Tai Tee	lb. 1

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chai	lb. 6
Beans, (French), — Oh Moon Pin Tan	15
(French) Shanghai, — Sheung Hai Pin	
Tan	8
Sprout, — Ah Cho	8
Long, — Tau Ko	8
Beet Root, — Hung Chai Tau	each 8
Brinjals, Green, — Ching Yuen	8
Red, — Hung Ker	10
Cabbage, Chinese, com, — Kai Choy	10
Cabbage Red, — Hung Yea Choy	10
Cabbage, Shanghai, — Yeh Chai	12
Cane Shoots, bunch, — Kau Shun	lb. 8
Cauliflower, Large size, — Tai Yeh Cho Fa	each —
Medium size, — Cheung Yeh Cho Fa	—
Small size, — Sai Yen Chai Fa	—
Carrots, — Kam Shun	lb. 6
Celery, Chinese, — Tong Kan Chai	8
English, — Yeung Kan Chai	—
Chillies Dried, — Gon Lat Chiu	30
Red, — Hung Far Chiu	20
Green, — Ching Lai Chiu	15
Curry Stuff, English, — Kar Lee Chiu Liu	10
Cucumbers, — Ching Kwa	2
Bitter Squash, — Fu Kwa	8
Garlic, — Que Tau	—
Ginger, young, — San Tse Keung	—
old, — Lo Keung	0
Horseradish, Shanghai, — Lik Kan	10
Indian Corn, — Suk Mai	each 15
Lettuce, — Yeung Sang Chai	5
Water Chestnuts, — Ma Tai	lb. —
Mandarin, — Kwai Lam Ma Tai	—
Mushrooms, Fresh, — Sang Cho Koo	30
Mush Melon, Amer, — Kam San Hong Kwa	each 6
Okra, — Hoi	15 10
Onions Bombay, — Yeung Ohong Tau	8
Green, — Sang Ohong	8
Shanghai, — Shanghai Ching Tan	8
Papaya, 1st qual, — Tai Man San Kwa	each 6
2nd Ohung	—
Parley, — Kan Cho	8
Green Peas, — Ching Tau	lb. —
Potatoes, Sweet, — Fan Shan	8
Shanghai, — Shanghai Ching Tan	8
Japan, — Yut Poon Shu Tai	—
American, — Pa Ki Shu Tai	10
Fochow, — Fochow Shu Tai	10
Pumpkin, — Tong Kwa	3
Radish, — Hung Lo Pak Tai	8
Rhubarb (Fresh), — Tai Wong	3
Sage, — Tse So	4
Shallots, — Gon Chung Tan	5
Spinach, — Yan Chai	10
Tomatoes, — Fan Ker	—
Wu Tau	8
Punti, (Long), — Lo Pak	5
English, — Yeung Lo Pak	8
Vegetable Marrow, — Chai	5
(American), — K. — an hit a	5
Water Cress, — Sai Yeung	10
Lily root, — Kun Nian	1
Yam, — Ts Shu	6

The prices necessarily vary from day to day, and the Board has no power to compel stall holders to sell at the price

Korean Mail Steamship Company.
The Korean Mail Steamship Company, says the *Asahi*, is consulting the Korean Government on the question of a Government subsidy for next year, and is making preparations for opening a new service between Chemulpo, Dairen and Chefoo. The company has a further scheme in contemplation to open a service between Gangan, Syong-jin and Chong-jin, upon the opening next autumn of the Gangan Railway.

New P. and O. Liner Launched.
After a postponement on 27th ult. owing to the low tide Messrs. Caird launched at Greenock on 28th the liner *Kaiser-i-Hind* for the Bombay service of the Peninsular and Oriental Steam Navigation Company. The steamer, which is of 11,400 tons, is similar in many respects to the *Medina*. She is 520ft. long by 61ft. broad by 32ft. beam, and will have accommodation on five decks for 315 first and 283 second saloon passengers. The sixth and uppermost deck, the boat deck, will be assigned for recreation purposes for the ship's passengers. She will be driven by two sets of quadruple-expansion reciprocating engines developing 10,000 h.p. The passenger cabins will include a limited amount of en suite accommodation in the shape of cabins de luxe and bedrooms with bathroom attached. It is anticipated that the vessel will be ready for sea in September, having meantime completed her outfit and run her official trials.

TO SAIL.

Regular Steamship Service
Proposed Sailing from Hongkong For NEW YORK
S.S. "ST. EGBERT" (on or about 25th August)
For Freight and further information apply to
DODWELL & CO., LTD.
Agents.
Hongkong, July 28th, 1914.

CONSIGNEES

TOYO KISEN KAISHA.
S.S. "OHIO MARU"
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND MANILA.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on July 28th at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on August 3rd at 5 p.m. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in the Godown, and examination of same to be held on August 7th at 10 a.m.

All Claims must be filed on or before August 10th otherwise they will not be recognised.

S. MORIMOTO, Agent.
Hongkong, 27th July, 1914.

CONSIGNEES

From PORTLAND, Or. and PUGET SOUND Ports.

THE H. A. L. Steamship "HOERDE."
Capt. O. Hansen, having arrived, consignees are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 28th inst. at Noon will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong & Kowloon Wharf & Godown Co.'s Godowns.

Cargo remaining undelivered on 4th prox. at Noon, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo to be left on board or in the Godown; the examination of same to be held on 4th prox. at 10 a.m.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the H.A.L.

All claims must be filed on or before the 11th prox. otherwise they will not be recognised.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th July, 1914.

COMPAGNIE DES MES-SAGERIES MARITIMES.

NOTICE

Consignees of Cargo from London ex. s.s. "Normand."
Consignees of Cargo from Bordeaux ex. s.s. "Leroy Lallier."
In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 3rd August at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th August 1914 or they will not be recognized.

All damaged packages will be examined on Saturday the 1st August at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.
Hongkong, 27th July, 1914.

SILIMPOPON COAL. BUNKERS

can be supplied at cheap rates at
SANDAKAN & SEBATTIK
(British North Borneo).
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

IT IS WHAT YOU GET MORE
THAN WHAT YOU PAY. THE
DOUBLE STRENGTH MEANS
DOUBLE VALUE.

LOTUS MOKHA
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

POST OFFICE.

The E. of Asia, with the Canadian Mail, left Manila yesterday at 6 a.m. and is due to arrive here to-day at 6 p.m.

MAILS DUE.

Canadian, E. of Asia, 29th inst.

MAILS CLOSE TO-DAY.

Straits, Ceylon, India via Bombay—Per MALAY M., 29th July, 5 p.m.

TO-MORROW.

Shanghai & N. China—Per ESANG, 30th inst., 10 a.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 11.30 a.m. on Monday, the 3rd August.)
Fukow, Amoy & Fochow—Per KAIJO MARU, 30th July, 1 p.m.
Shanghai & N. China—Per LUOHOW, 30th inst., 3 p.m.

FRIDAY, 31st July.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—P. ALDENHAM, 31st inst., 9 a.m.
Swatow, Amoy & Fochow—Per HAI-CHING, 31st inst., 10 a.m.
Bangkok—KWANGAN, 31st inst., 3 p.m.
Straits & Calcutta—Per LOVAT, 31st July, 1 p.m.
Shanghai & N. China—Per BOHEMIA, 31st inst., 5 p.m.

SATURDAY, 1st Aug.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).—The Parcel mail will be closed on Friday the 31st July, 5 p.m.—Per DEVANHA, 1st Aug., 11 a.m.
Philippine Islands—Per LOONGSANG, 1st Aug., 1 p.m.
Shanghai, N. China & Japan via Yokohama—Per CHINA, 1st Aug., 1 p.m.
Straits, India via Calcutta—Per TORIL, 1st Aug., 2 p.m.

Shanghai and North China (Europe via Siberia)—Per OHENAN, 1st Aug., 5 p.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 8.30 p.m. on Thursday the 6th Aug.)
Shanghai, N. China, Japan via Nagasaki, Honolulu, U. States, South America, and Canada via San Francisco—Per SEBRIA, 1st Aug., 5 p.m.
Shanghai, N. China, Japan via Nagasaki, Honolulu, U. States, South America, and Canada via San Francisco—Per CHIPSHING, 1st Aug., 5 p.m.

SUNDAY, 2nd Aug.

Swatow—Per HAIMUN 2nd Aug., 9 a.m.
Swatow, Amoy, Fochow via Tamsui—Per DAIGI M., 2nd Aug., 9 a.m.

TUESDAY, 4th Aug.

Wei-hai-wei & Tientsin—Per HUI-CHOW, 4th Aug., 9 a.m.
Hohow & Bangkok—Per MAHWEH, 4th Aug., 9 a.m.
Swatow, Amoy & Fochow—Per HAI-YANG, 4th Aug., 10 a.m.
Formosa via Keelung, Shai, North China, Japan, via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco—Per OHIO M., 4th inst., 11 a.m.
Philippine Islands—Per TAMING, 4th Aug., 3 p.m.
Shanghai & N. China—Per SHAOH-SING, 4th Aug., 3 p.m.
Fremantle—Per ONSANG, 4th inst., 5 p.m.

WEDNESDAY, 5th Aug.

Hohow, Haiphong & Pakhoi—Per KAI-FON, 5th Aug., 8 a.m.
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per P. E. FRIEDRICH, 5th Aug., 9 a.m.
Japan via Miji, Honolulu, Hilo, Manzanillo, Salina Cruz, Calcutta, Amoy, Fochow, Valparaiso and Coronal—Per KIYO M., 5th Aug., 11 a.m.
Shanghai & N. China, Japan via Nagasaki, Vancouver, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per E. OF ASIA, 5th inst., 11 a.m.

THURSDAY, 6th Aug.

Formosa via Keelung, Japan via Miji, Victoria B.C. and Tacoma—Per TACOMA M., 6th Aug., 3 p.m.

FRIDAY, 7th Aug.

Swatow, Amoy & Fochow—Per HAI-TAN, 7th Aug., 10 a.m.

SATURDAY, 8th Aug.

Philippine Islands—Per YUENSANG, 8th Aug., 1 p.m.

TUESDAY 11th Aug.

Batavia, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon). Extra Postage 10 cents. Letters posted in all the Pillar Boxes in time for the first clearance, will be included in this contract mail.—Per AMAZON, 11th Aug., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Benvenue, Br. s.s. 2,505, R. Koble, 29th July—Singapore, 29th July, Gen.—G. L. & Co.
C. Diederichsen, Ger. s.s. 774, H. Frantzen, 29th July—Hohow, 29th July, Gen.—J. & Co.
Hatching, Br. s.s. W. C. Passmore, 29th July—Amoy, 29th inst., Gen.—D. L. & Co.
Kaifu Maru, Jap. s.s. 1,064, Y. Yamamoto, 29th July—Swatow, 29th July, Gen.—O. S. K.
Maplow, Ger. s.s. 998, Cordas, 29th July—Hohow, 29th July, Rice—B. & S.
Léonard, Br. s.s. 1,092, W. G. G. Leask, 29th July—Manila, 29th July, Gen.—J. M. & Co.

DEPARTED.

Triumph for Haiphong via Hohow, Chipping for Canton
Haitan for Fochow via Swatow
Kaifu Maru for Kobe and Yokohama
Kaifu Maru for Kobe via Manila
Iyo Maru for Antwerp via Singapore
Kumano Maru for Yokohama via N.aki
Chiyen for Canton

CLEARANCES AT THE HARBOUR OFFICE

July 29.
Liangchow for Shanghai
Kalgan for Saigon
Sungliang for Haiphong via Pakhoi
Furitan for Kobe
Kwang-chow-wan for K. C. Wan
Glenstrae for Antwerp via Singapore
Vito Maru for Melbourne via Manila
Johanna for N.aki Bay (C of Tonquin)
Prometheus for Bangkok
Tsurugisan Maru for Milke
Walshing for Saigon
Kwangle for Shanghai
Haimun for Swatow
Anghin for Bangkok via Swatow

PASSENGERS DEPARTED.

Per s.s. Tamba Maru for Seattle, etc.—Mr. & Mrs. J. Carter, Miss Radcliff, Miss Goggin, Miss Henderson, Mr. and Mrs. J. Jordan, 2 Nishida, Mr. & Mrs. Asaki, K. Hotta, S. Okumura, Ogino, T. Matsumoto, L. Col Gordon Hall, Mr. & Mrs. Chin Hing, Master Chin Sun-choy, Mrs. Chin Loo-she, J. Lewis, Fenecott, Ozawa and O. Matsumoto.
Per s.s. Iyo Maru for Europe, etc.—Mr. John Brock, Mr. & Mrs. J. W. Wadsworth, Dr. Silver, Mrs. S. Fuchi, M. Shoda, Kwan Tso-shong, Tam Lai, Y. Mifajima, S. Shido, I. Kuwaka, S. Watanabe, A. F. Corneilus, L. L. Moore, Mrs. H. Taylor, Low Kai, Mrs. S. Sheely.

SHIPS PASSED THE CANAL.

London 14 July.
Arrivals from China—Atsut Maru, Lycan, Lothian.
The following vessels have passed the Canal—Achilles, Benlomon, Glenhurst, Sachsen, Salsuma, Suevin, Wakana Maru.
London, 17 July.
Arrivals from China—Brigavina, Poly-nosien, Altmark.
The following vessels have passed the Canal—Meinam, Prinzess Alice, Scandia, Vorwaerts.
London, 21 July.
Arrivals from China—Akupenor, P. Ludwig, Arabia, Norderny.
The following vessels have passed the Canal—Brasilia, Cordillera, Goeben, Hitachi Maru, Indrami, Kashima Maru, Nippon, Orestes, Slam.

London, 24 July.
Arrivals from China—Africa, Cathay.
The following vessels have passed the Canal—Perseus, Phenix.
London, 28 July.
Arrival from China—Hitachi Maru.
The following vessels have passed the Canal—Bonary, Canton, Glenroy, Ma-cheson, Myrmidon, Nubia, Peking, Svorono, Sihonia, Nellore.

Oysters, Fresh, Fried or Stewed
Findon Baddocks, Klippers & Co.,
ALEXANDRA CAFE.

These steamers are famous for their modern appointments, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morini, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—water, swimming tank, billiard tables, deck games, dances, etc.—not a dull moment throughout the trip.
The Safety and Comfort of Passengers in Our First Consideration.
For further information, rates, literature, schedules, etc., apply to
King's, Building (Opposite Black Pier).
R. C. MORTON.
Agent.
Passage-Packet International Exposition San Francisco 1915.
Telephone No. 100.

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons **MANCHURIA** 27000 tons
KOREA 18000 tons **SIBERIA** 18000 tons
CHINA 10200 tons **NILE** 10000 tons
PERSIA 8000 tons
Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco
"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe
SIBERIA Sailing SUNDAY 2nd Aug. at 1 p.m.
CHINA WEDNESDAY, 12th Aug. at noon
MANCHURIA TUESDAY, 18th Aug. at 1 p.m.
MONGOLIA TUESDAY, 18th Sept. at 1 p.m.

These steamers are famous for their modern appointments, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morini, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—water, swimming tank, billiard tables, deck games, dances, etc.—not a dull moment throughout the trip.
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WEATHER REPORT.

On the 29th at 11.15.—Pressure has increased slightly in southern districts, and considerably from S. Japan to Shanghai.

The typhoon has moved rapidly to N.N.E. At 6 a.m. this morning it was in the vicinity of Vladivostok.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.31 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.
District. Forecast.
1 Hongkong and Neighbourhood..... S.W. winds, moderate; cloudy; some rain.
2 Formosa Channel..... S.W. winds, fresh.
3 South coast of China between H.K. and Lamscocks as No. 1. The same.
4 South coast of China between H.K. and Hainan as No. 1. The same.

China Coast Meteorological Register.
29th July, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
W'stook	7a	29.04	67				0 or
Namuro	6a	29.07	60	80	SE	2	2
Hakodate	"	29.07	60	80	SE	1	1
Tokio	"	29.09	60	80	SE	1	1
Kobe	"	29.08	60	80	SE	1	1
Nagasaki	"	29.08	60	80	SE	1	1
Kagima	"	29.04	60	80	SE	1	1
Oshima	"	29.05	60	80	SE	1	1
Naha	"	29.05	60	80	SE	1	1
Ishima	"	29.07	60	80	SE	1	1
Bonin Is.	"	29.07	60	80	SE	1	1
Choofo	"	29.51	78	82	SE	3	3
Whaiwei	"	29.51	78	82	SE	3	3
Hankow	"	29.51	78	82	SE	3	3
Ichang	"	29.51	78	82	SE	3	3
Chungking	"	29.51	78	82	SE	3	3
Shanghai	"	29.51	78	82	SE	3	3
Gutzlaff	"	29.51	78	82	SE	3	3
Sharp P.	7a	29.60	87				2
Amoy	6a	29.70	82	91	SE	1	1
Swatow	"	29.70	82	91	SE	1	1
Taihou	"	29.70	82	91	SE	1	1
Taiwan	"	29.70	82	91	SE	1	1
Koshun	"	29.70	82	91	SE	1	1
P'ootan	"	29.70	82	91	SE	1	1
Canton	6a	29.74	80	91	SE	1	1
H'kong	6a	29.73	82	84	SE	4	4
Gap Rock	"	29.70	80				
Macao	"	29.71	80				
Wuchow	"	29.71	80				
Pakhoi	"	29.71	80				
Hohow	"	29.71	80				
Tourane	"	29.71	80				
C. St. J.	"	29.71	80				
Asper	"	29.71	80				
Manila	"	29.71	80				
Lagamp	"	29.71	80				
Iloilo	"	29.71	80				
Bacolod	"	29.71	80				
Cebu	"	29.71	80				
Labuan	"	29.71	80				

T. F. Claxton, Director.
Hongkong Observatory, July 29.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rate in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
	at 5 p.m.	at 5 p.m.	at 5 p.m.
Barometer	29.51	29.68	29.70
Temperature	90	81	84
Humidity	80	91	81
Wind Direction	SW	SE	SE
Force	3	0	2
Weather	c op	op	opt
Rain	—	0.21	—
Height open air thermometer on the 27th, 60°			
Lowest			

H.K. Observatory, 29th July.
T. F. CLAXTON, Director.

MAIL STEAMERS

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI.....	Delta Capt. W. R. Le Mare R.N.R.	about 30th July.	Freight & Passage
LONDON, via Usual Ports of Call	Devanha Capt. W. R. Hickey	noon 1st Aug.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, Omba, Port Said, & Marseilles	Syria Capt. C. R. Longden R.N.R.	about 5th Aug.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO- ZAMA.....	Sardinia Capt. J. T. Jeffery	about 5th Aug.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy.
For Freight or Passage, apply to
E. A. Hewett,
Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 24th July, 1914

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail on
NAPLES, GENOA, ALGIER, LISBON, SOUTHAMPTON, A'WERT & BREMEN	Prinz Eitel Friedrich Capt. C. Mundt	WEDNES., 5th Aug., 10 a.m.
SHANGHAI, NAGA-SAKI, KOBE AND YOKOHAMA	Prinzess Alice Capt. J. Bortfeldt	About WEDNES., 5th Aug.
MLA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	Prinz Waldemar Capt. O. Jurany	SATUR., 8th Aug., 3 p.m.

KOBE
JESSELTON, KUDAT & SANDAKAN.....
Borneo
Capt. J. Koehler
SATUR., 15th Aug., 9 a.m.